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# THE UNITED SERVICE JOURNAL.

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## ECONOMY OF A MAN-OF-WAR.

### No. VIII. THE CAPTAIN—(CONCLUDED.)

THE Service of the country claims both the physical and mental energies of its officers; and from the preparation of his men for their duties, a Captain may be suddenly and onerously called upon to arbitrate delicate differences among colonial disputants, to enter into a diplomatic correspondence, to expound and explain Acts of Parliament, to settle touchy international and commercial questions, and to adjudicate sea affairs in general. He therefore must not be taken aback on emergency, and should be prepared to deliver an opinion founded on knowledge and judgment, after the example of Nelson, whose spirited interpretation of the navigation act in the American war was as honourable to his discernment as boarding the *San Josef* was to his heroism. For this he must not be content with a general knowledge of the several codes of sea-law, but should follow up that knowledge by studying the reports of Admiralty-Court cases, in such compilations as those of Edwards, Robinson, Dodson, and Haggard. Green's Index to the same is also a book of great use for a sailor to have by him for immediate reference; besides which, Browne's Civil and Admiralty Law, Holt on Shipping, and Abbot on Shipping, are all excellent for gaining an insight into the principles and practice of Admiralty law. An occasional dip into Marshall's Law will be beneficial, although it is tolerably long-winded, or what the French call an "*ouvrage de longue haleine*."

There is another branch of marine judicature to which the Captain will be more frequently called, and in this, a want of acquaintance is most inexcusable, since it is strictly professional. This is the well-known tribunal holden in a fleet, or squadron, for the trial of the graver crimes committed upon the sea, called a Court-Martial. It consists of Admirals, Captains, and Commanders, under powers regulated by Acts of Parliament; and is assembled under the orders of the Commander-in-Chief. It is held in the most convenient and public part of the ship, where all who will may be present, and there it is required to sit from day to day, Sunday excepted, until the sentence be given; and no member can absent himself from the court during the whole course of the trial, except in cases of corporeal incapacity.

In taking the opinion of the court upon all questions, the youngest officer must give his opinion first, proceeding in order up to the president, and the matter in debate is decided by a majority of votes. Should there be an equality, the point is reconsidered; after which, if the terms still continue, the favourable construction is to take place, whether the charges are proved or not. By these courts offences are tried, judgment given, and execution awarded; and the whole is carried into effect by the Admiral or commanding officer, with all the expedition which the nature of the service and the degree of the example admit of. Herein Naval courts-martial differ from those of the Army. In the Navy they are final, and pronounced *instantly*, in open court; but the members of a military court-martial are sworn not to divulge its finding until it shall be approved of by his Majesty, or by some person authorized by him.

From the very circumstance of the junior officer having to vote first, it is obvious that the legislature deems him capable of forming a correct opinion, since he cannot avail himself of that of the more experienced members, nor be thereby unduly biassed. There is no doubt entertained of the honour and integrity of the members, but for such decisions it is criminal to neglect making themselves well acquainted with the subject—as well with the legal meaning as with the spirit of the Articles of War. As it is one of the most solemn and serious duties of a naval officer to take his seat at a general court-martial, so it is the more imperative that he duly qualify himself for the duty. The honour, happiness, welfare, and, in extreme cases, the lives of his fellow-creatures, may depend upon his casting voice. With what conscience can he undertake this, unless he has considered and re-considered the points and precedents of martial law, as well as the bearings of the rules, customs, and regulations of the Service?

Trials by court-martial are usually peculiarly fair and candid; for they aim to arrive at the truth or falsehood of a charge, according to the evidence before them, unembarrassed by any of those legal quibbles and quibbles which so often impede the course of justice in land courts. No brow-beating of witnesses is permitted; and every allowance upon equivocal or dubious points is granted to the prisoner. One of the most striking features of these tribunals is the simplicity and freedom from technical hamper, by which their proceedings are ordinarily characterised, without allowing the fictions of common law to influence the judgment or distract the attention. Though both be gentlemen in domestic relations, the mind of a lawyer is for the most part the very opposite to that of an officer; the one seeking truth through all the tortuous mazes of professional subtlety—the other grasping directly at her by the broad path of common sense and common honesty. The man of honour and the guiltless are therefore perfectly safe before the chivalric ordeal of a martial court; but the modern intrusion of long-shore attorneys—those learned-unlearned gentlemen, as the *Spectator* calls them—may interfere with the sentiment which has hitherto obtained, and the introduction of stricter pettifogging etiquette must prove detrimental to the prisoner in ninety-nine cases out of every hundred. Nor will the employment of the so-called “professional friend” be without its effect on the exchequer of the employer; while his utility before a court which knows its duty will be very equivocal; for many of those



jobbers gain only so much more law than principle as to incite them to fore-reach upon those who possess more principle than law.

It may almost be needless to say that the courts should be conducted with a solemnity proportionate to the magnitude of their object, because the spirit of this principle is so well understood and practised, that we believe their formal regularity is generally admitted. Yet we cannot but remind those members who have the gift of the pencil, that the books and papers placed before them are not meant to bear specimens of their talent, nor ought the time and attention, which the fate of the prisoner at the bar demands, to be just then devoted to sketches and caricatures.

We would also advise some brother-officers against the practice of hastily applying for courts-martial on trivial occasions; for they ought never to be assembled about trifles, or upon charges made by anonymous and despicable informers, listening to whom so often makes the *summum jus* approximate to the *summa injuria*; and all such findings as malicious, frivolous, vexatious, and "without any foundation," ought to be considered as a sentence against the litigious prosecutor. Secondary cases ought to be placed in the cognizance of courts of inquiry, both as lenient, and less likely to cause unnecessary delay and detriment to the public Service, a practice which would prevent the higher court from losing its solemnity by becoming too familiar.

The inquiry, in cases of difficulty, might be assisted by the judge-advocate, if that functionary be present, under similar, or even reduced responsibility to that which rests upon him during a court-martial. It is known that he is to advise the essential and necessary forms of the proceedings; but as he has no judicial power, nor any determinative voice, he is not in any way to interfere with the tribunal further than by giving such discretionary and seasonable advice as his knowledge of the legalities of the Articles of War shall suggest. In other respects he assists the prisoner in his defence, arranges matters preparatory to the trial, takes down the evidence at length, collects the opinions and votes of the members, and, finally, records the sentence. The designation, to be sure, is somewhat of a misnomer, since the judge-advocate can actually become the prosecutor.

The alleged severity of the Articles of War, in their having twenty out of thirty-six which award the sentence of death, has been arraigned as disgraceful to the State: the objectors, however, forgot to mention that this Draco tinge is softened by the addition, "or other punishment;" and candour ought to compel the admission, that there never existed so large a body of men as the Navy in which so few capital punishments have been inflicted. Both the Articles of War and the rules of discipline are clear and explicit, commanding what is right, and prohibiting what is wrong; showing the relations of superior and inferior ranks, and requiring strict obedience to all *lawful* commands\*.

\* While deprecating the yellers against all authority, we by no means wish to prevent amendment in the Naval Code, where it can be effected without prejudice to the Service. Perhaps some venial offences would better suit mitigated penalty; but the sea admits of few opportunities for experiment. Charondas of Thurium enacted that deserters should be compelled to sit three days in the market-place, clothed in female dresses. We have no arena for trying the effect of such a punishment.

Being framed by the joint will and co-operation of both Houses of Parliament and of the Sovereign, the legislative and executive powers of the State, the Articles are strictly part and parcel of the law of the land. It is true that Judge Blackstone, who, with all his acumen, sometimes ventured out of his depth, affirmed that martial law was "entirely arbitrary in its decisions." Now, how such a commentary could be made upon a code where every observance is enforced by specific penalties appropriated to each positive offence, or are left, in certain cases of modified criminality, to the decision of an assembled and sworn court, we are not lawyer enough to conceive. Still, as we have shown, we are no admirers of a system of penalties only; but it is thus justified. In the legislative science it has been considered as a highly politic measure to frame laws in their nature vindictory and not remuneratory; because the enjoyment of social rights ought to be a sufficiently powerful inducement to right conduct—and because punishment has proved a stronger incentive than reward, since every one has not been found capable of evincing emulation.

The first position of ethics is, that man should pursue his own welfare and happiness. This desired point, however, is not left to caprice, even by the law of nature, which is the foundation of all human regulations. Self-love is the great actuating principle which induces man to promote his felicity, by implicitly observing those rules which the joint concurrence of society has established for self-preservation; lending thereby his assistance towards forwarding the general interests of the community, and receiving in return safety and protection. Hence he is obliged to give a strict adherence to justice and the social virtues, under the salutary pilotage of the desire of acquiring honour, and the fear of incurring disgrace. Such is the law of the great social compact; but the case of those who serve in the Army and Navy is different from that of other subjects, because without the martial additions they could not be effectually employed for the Service of the State. They surrender by their station many valuable privileges of citizens, because the public policy and necessity require that they should do so; but, on the other hand, they become entitled to many distinguished privileges and advantages, from which the rest of the subjects are excluded.

Before quitting this important topic we must make another remark. There has been much said and written on the subject of naval courts-martial being entirely in the hands of superior officers; and the Joe Miller growl about a jury of cooks has been seriously advanced as argument; but surely he is actually tried by his peers, who is arraigned by his fellow-subjects, who claim no more immunity or privilege than he does, and are subject to the same laws with himself. The trial is held in open court, under the animadversion of public opinion, and the judgments have usually been equitable and satisfactory. Some amateur Solons lament that the sentences are not under the revision of the Admiralty, but assuredly with their eyes shut.

The finding of a court being accountable to a superior tribunal might operate as a check to the abuse of delegated power; but what would become of all those ordered for trial by the Board? Indeed, we fear that the partial influences of interested motives might interfere so as to be attended with any thing but beneficial results. Another party are clamorous for the introduction of Lieutenants upon courts-

martial, on the ground that Captains in the Army have that *privilege*, and that additional importance would thereby be given to their commissions. As to how they manage in the Army, it is not necessary here to dilate upon, since the two services are in that respect essentially different; but certainly nothing can be taken from the respectability of a station, where nothing has been withdrawn, and on this head the Lieutenant has no more business to complain than the idlers. As a question of service, however, we have no objection to consider it. On foreign stations there is often so great a deficiency of Captains and Commanders, that the assembling of a court-martial is frequently an affair of much inconvenience to the public, on which ground alone we see no adequate reason why Lieutenants should not be admitted to the sitting. An old officer of that rank would certainly be as good in the deliberations as the newly-made youthful commander, whose father has just entitled him to the privilege. We here speak in allusion to the exigencies of the Service; for we must repeat that we see no harm, and certainly no illiberality or injustice in martial law being confided to superior hands, where experience and knowledge, both professional and general, together with responsibility of place, are naturally to be looked for.

The naval Captain must be prepared for any service, and ready to start for any part of the globe to which he may be ordered. The distribution of duty which is to be performed by our men-of-war has not always been conducted on the most impartial plan; for while some have had a series of advantageous cruises, others have been condemned to blockade and convoys; some shift their ground apparently at the will of their commanders, and others are doomed for years to destroying stations. All this, however, must be expected, and no "grumbling" allowed. Thus old Benbow, on being offered the command in the West Indies, after the proffered appointment had been declined by other Admirals of distinguished reputation, honestly and bluntly replied, "I know no difference of climates:—for my part, I think no officer has a right to choose his station, and I myself shall at all times be ready to go to any part of the world where his Majesty may think proper to send me."

Nor must the Captain be over-anxious about the prize or freight considerations, which so often colour an officer's character with a love of money; an eagerness, however, to which zeal for action is often the main contributor. All sharing ought to be on principles of the most open fairness and liberality, so that the proverb once so prevalent among seamen—"He who shares honey with a bear is sure to get the smallest share"—may be deprived of its sting. The Athenian Admiral, seeing a gold chain lying at his feet, said to a follower, "Take it up—I am Themistocles." Collingwood never failed to speak with marked contempt of mere money-making, as he considered it a practice that degraded a most noble profession into a sordid trade. Strong inducements may occur for a man to consider his own circumstances, but they should always be reined by the "*vellem si non Imperator*" of Scipio. To his political integrity Sir George Rooke added an honesty not to be corrupted by avarice, or those opportunities of gain which some have not had the firmness to resist. He is reported to have made the following upright and pathetic answer to those who were present at the execution of his will, and expressed their astonishment at the nar-



rowness of his funds—"I do not leave much, but what I leave was honestly gotten—it never cost a sailor a tear, nor the nation a farthing." An administration, who wished to reward a favourite with it, begged Admiral Forbes to resign his commission as General of the Maires, saying that he should be no loser by his accommodating the Government, as they proposed recommending to the King to give him a pension of 3000*l.* per annum and a peerage, to descend to his daughters. To this proposal the noble-minded sailor returned an immediate answer. He told the Ministers that the generalship was given to him by his Majesty as a reward for his services,—that he thanked God he had never been a burden to his country, which he had served, during a long life, to the best of his ability, and that he would not condescend to accept of a pension, or bargain for a peerage. He concluded by laying his military commission, together with his rank in the Navy, at the King's feet, entreating him to take away both, if they could forward his service; at the same time assuring his Majesty that he would ever prove himself unworthy of the former honours which he had received, by ending the remnant of a long career as a pensioner, or accepting of a peerage obtained by political arrangement\*. Fortunately, our naval archives are so replete with anecdotes of generous liberality, that a direct refutation is given to the Satirist's *brutum fulmen*—

"Captains of ships to gold are slaves,  
Though fierce as their own winds and waves."

The arrangement of ships and stations has often been made with a party-spirited view, than which a meaner principle never entered a noble service. The gallant Sir John Lawson, who died of the wounds which he received in achieving a great victory over the Dutch in 1665, was wont to close the acrimonious debates, so rife at that day, by declaring that "an officer had nothing to do with political discussions, or speculative opinions concerning government—his first, and indeed his only object, to be, *to serve his country*." Blake also, when the supreme authority in England was changed, exhorted his associates to discharge their trust by defending the nation from insult and injury. "It is not," said he, "the business of a seaman to mind state affairs, but *to hinder foreigners from fooling us*." And again,—*"Disturb not one another with domestic feuds, but remember that we are English, and our enemies are foreigners. Enemies whom, let what party so ever prevail, it is equally the interest of our country to humble and restrain."*

These are the sentiments of a really patriotic officer; and patriotism, though maligned by the omniological Liberals, claims a high station among the best and most noble virtues, inasmuch as it not only embraces in its purpose the good of one individual, but the welfare of a

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\* It will be recollected that this conscientious officer was the only member of the Board of Admiralty who refused to sign the death-warrant of Admiral Byng; and he was manly enough to state his motives with openness and candour. He commenced his reasons with a remark which we would fain impress upon every member of a court-martial, because it has happened that some have listened to legal explanation on points which, agreeably to their oath, ought to have engaged their own serious attention. "It may be thought presumptuous in me," said he, "to differ from so great authority as that of the twelve judges; but when a man is called upon to sign his name to an act which is to give authority to the shedding of blood, he ought to be guided by his own conscience, and not by the opinions of other men."

whole community. The love of country is the nurse of many of our best impulses; it is the fine feeling which supported the self-devoted Decii, and the dauntless band of Leonidas—which made Ulysses toil to regain that *πάρσιδα γαῖαν*, the sterile rocks of Ithaca; and which prompted Nelson and Wellington to the most illustrious exploits. Hear Lord Bolingbroke's animation on this truly animating topic:—"Neither Montaigne, in writing his essays, nor Des Cartes in building new worlds, nor Burnet in framing an antediluvian earth,—no, nor Newton in discovering and establishing the true laws of Nature on experiment and a sublime geometry, felt more intellectual joys than he feels who is a real patriot—who bends all the force of his understanding, and directs all his thoughts and actions to the good of his country."

"Such is the patriot's boast, where'er he roam,  
His first—best country—ever is his home!"

The union of patriotism with discipline will be found most useful in interpreting the orders and directions which a Captain may receive from his superiors, to the suppression of that litigious and querulous spirit with which some indifferent officers have impeded the public service; for while the one prompts an exact obedience to such behests, the other inspires a contempt of responsibility on proper and urgent occasions. "Of the First Lord of the Admiralty who has succeeded, I know nothing," said Lord Collingwood—"indeed I have always avoided having any connexion with the intrigues of statesmen. The letter of my orders is my guide, and when I cannot have orders, I exercise my best judgment." This was the sentiment which made Nelson quit his station to chase the French fleet across the Atlantic. When Captain John Brisbane, of the *Flora*, was cracking on after two American frigates, in 1776, the Master respectfully represented that if he continued the pursuit much longer, he would run off his station. The Captain very spiritedly replied, "that such a consideration was totally out of the question when he was in pursuit of an enemy—that the chase might run to the West Indies, or to the devil if he chose, but that he would follow as long as he could carry an inch of canvass." And an answer given by Sir Sidney Smith to a couple of officers is worthy of remark. In a furious attack that Bonaparte was making on Acre in April, 1799, that gallant hero found it necessary to risk his ship (the *Tigre* 74) by warping her into the shoal-water on the south of the town, in order to flank the French batteries and trenches; and such were the fire and effect of this movement, that all was reduced to silence in a very few minutes. On this occasion, as Sir Sidney was going over the ship's side to land and hasten to the beach, the First Lieutenant and Master chose that unseasonable moment to serve him with a written protest against "placing his Majesty's ship in danger of being lost;" to which the Knight calmly replied—"Gentlemen, his Majesty's ships are built on purpose to be placed in danger whenever his Majesty's service requires it, and of that the commanding officer is the best judge."

It is this capacity for judging the critical and appropriate moments for exertion, that forms the distinguishing trait of a great commander. Opportunity, without talents and an aptness to take advantage of it, is of no more use than light to a blind man; and equally splendid abilities are sometimes displayed under misfortune as in victory; indeed, it may

require more resolution to withhold an attack than courage to attempt it. This is the touchstone of the merit of a consummate chief, and is often acted upon by the external force of popular clamour; for many of those who would appear most to despise public opinion feel the probings of sarcasm and unmerited censure the most acutely—as in minor cases it is mostly found that Bobadilian independence is often accompanied by Bobadilian terrors. “Before thy undertaking of any design,” lucubrates an old writer, “weigh the glory of the action with the danger of the attempt. If the glory outweigh the danger, it is cowardice to neglect it; if the danger exceed the glory, it is rashness to attempt it; if the balance stand poised, let thy own genius cast them.”

Nelson's idea of naval enterprise was, as he strongly expressed it, to “take the bull by the horns, for the strongest measures are the best.” But this sentiment is not to inculcate precipitation and rashness. Prudence, in the eye of Mr. Shandy, was but a snivelling virtue, yet Shandy himself must have admitted it to be a very useful one, since previous consideration and reflection are absolutely necessary to the successful issue of a warlike enterprise. It is true that he can never be truly great, who does not greatly dare, but a desperate stake must be successful, or it will prove proportionably ruinous, as was shown in the awful destruction of half a million of warriors, with appliances to boot, in that “bold measure,” the march of Napoleon to the palace of the Czars. War, says Marshal Saxe, should be so carried on, as to leave nothing to chance. Nelson, however, was of opinion that in a seafight something must be left to chance, since shot will carry away the masts and yards of friends as well as foes. This is not a reply to the question of the necessity of foresight and sagacity in planning the proposed operation, for there are explosions of tumbrils and other accidental casualties in land battles, but they relate rather to the actual fight than to the conduct of a war.

We now turn to the conduct of a Captain when on his station, in order to impress our readers with the conviction that, to ensure eminent success, a close cultivation of intellect must accompany bravery and seamanship. “When you have lived fifteen years,” said Sir Robert Peel to the students at Glasgow, “you will have seen many instances in which the man who finds time for everything—for punctuality in all the relations of life, for the cultivation of literature, for every rational amusement, is he who is the most assiduous in the active pursuits of his profession.” It was a similar opinion which made Folard and Saxe aver that war is a trade for the ignorant, and a science for men of genius. The man of knowledge, says Dante, in his *Canzoniere*, may be wisely bold—

“L'uom che conosce è degno ch'aggia ardire.”

As success at sea depends on the watchful activity that catches at every, the smallest advantage, vigilance must be deemed the mainspring of discipline; and a ship, however remote the cause may be thought, should ever be ready to meet the exigencies of service; for the “*clangite, clamate, Hannibal est ad portas*,” was the exclamation of an unprepared people. A neglect of foresight and precaution has often precipitated the events of a war, so as to afford colour to the received maxim, that great actions are oftener the effect of chance than of



design; but he who adopts the sophism to a relaxation of his energies, is a traitor to his country. A good officer, said the great Condé, may be beaten, but he can never be surprised. Every warlike operation supposes a plan well concerted and ably conducted, or the attendant success is rather entitled to punishment than to reward. When proper precautions have been adopted, and the enterprise is managed with sagacity and courage, the reputation of the officer is not dependent upon the issue. An Admiral vanquished as De Winter was at the battle of Camperdown is not the less deserving of his country's notice; but he who is beaten as Antony was at Actium, deserves universal contempt.

Let us next examine the duties of a Captain when his ship is under evolutionary manœuvres, or in action. Old Richard Johnes, in his treatise upon "Honor and Armes," remarks that, "Exercise in warre maketh not everie man fit to be a Captaine." But in recommending a study of the higher tactics, we by no means wish to withdraw attention from the every-day occurrences of a fleet, for whatever is worth doing should be done well. It is true there are some solemn officers, whose merit consists in making capital points of trifles, till they incur the risk of trifling with capital points; but a contempt for such dabbledabbling must not be allowed to engender a neglect of necessary minutiae. On these points a sound commander will exercise his own judgment, and not do such and such things merely because some dasher has set the example, — a vice which has had a pernicious tendency upon many a ship and on many points of service. This censure does not apply to the adoption of good measures or the assimilating of discipline, but to the servile copying of questionable authority. An officer of rank of our acquaintance was never welcome to the chief of a squadron from his constant endeavours to be out of order, but without committing himself, and he consequently, being also a man of interest, succeeded in getting dispatched away on duty. No sooner was the line being formed than up went his signal for permission to shift a topmast, or some other excuse for interrupting the evolution. As he is a capital seaman, his behaviour on other service redeemed his dislike to the blockade system; but being a *character*, he was copied by some who were destitute of his good qualities.

In a similar style other branches of duty have been servilely followed, though their due execution required the application of totally different means. Imitations often want the force of understanding to penetrate, pursue, and put in action that which the original contrivers had conceived in laying down their plan. They are mimics of what was done, without comprehending what might have been done; wherefore, in the progress of an action planned in mere imitation of another, when the circumstances happen to vary, not seeing the reason of the design, they are unequal to the supplying what the first projector would easily have afforded:—

"When once a genius breaks through common rules,  
He leads a herd of imitating fools."

Among other branches of his public duty, the Captain is to apply himself so to the improvement of hydrography as to obtain the best possible information of all the foreign coasts, harbours, and bays, which he may visit; and though the Master is his *fidus Achatas* in these objects, the Printed Instructions direct him personally to order every-

thing relating to the navigating of the ship; and in the vicinity of rocks and shoals, he is to take particular care that the hand-lead be kept constantly going, whether the Pilot or the Master think this precaution necessary or not.

In addition to those official charges, we strongly recommend his constant attention to the oscillations and consequent presages of the marine barometer, a point which we have already largely insisted upon. He should also evince to his quarter-deck an alacrity of obedience to his superior officer, by showing himself anxious to follow all his motions *instantly*. He should, therefore, be careful that the officers and men of the signal department be active, alert, and fully capable of their assigned duty, since promptness with the buntin is one of the accelerating powers of a fleet. Before he gives orders at any time, and especially before he commits them to writing, he should consider them well, and weigh their several bearings, that they may not interfere or clash with former ones; and in framing them, he cannot be too explicit. If commands are given free from passion, they will be obeyed with steadiness and regularity; and he who exerts the authority of so honourable a trust with discretion is entitled to the utmost deference of his inferiors; nor should he permit the essential routine of any duty to be tampered with by the "*non putabam*," or didn't think it, of the inattentive and the idle.

In keeping his ship prepared in every respect for fight, the Captain is strictly enjoined to give directions, each evening before it is dark, for the quarters to be cleared, and every arrangement preparatory to battle to be made as far as possibly may be, so that there may be no risk of being surprised by suddenly meeting in the night an enemy better prepared for action than himself. But to have arrived at this point with a prospect of effective benefit, it is, of course, considered that a careful Commander, having the honour of the flag and the wholesome fear of disgrace before him, will have paid a strict attention to the organizing of his men, and the duly training of them to all the uses of their weapons. Indeed, this is a most important duty, and should supplant much of the cleaning, polishing, and black-list methods of wasting time. The ship's company should be made perfect at their exercise by constant practice, as well in rough as in fine weather; after the manner of the Romans, who not only drilled their soldiers in the open plain, but in defiles, and in narrow passes, in which it would be difficult to preserve their order, that when obliged to fight in such places they might by this habitude be less exposed to confusion. Were it not that surprise has actually been known, it would be needless to remark that, as far as may be, the ship should be left prepared for action after evening-quarters, and the fighting-lanterns ready with the candle-ends matched in them, and all lumber removed from the guns and the decks. On coming into action suddenly, it will be best, if circumstances admit, to lie-by till the guns are cleared, the decks sanded, the fire-screens up, the yards slung, and sheets stoppered, the small arms distributed, and everything properly prepared. A ship that can depend on her sailing should never be within musket-shot of her opponent, till a decisive act is to take place, if she can engage to her own advantage without running closer. She will thereby have all the benefit derivable from superior seamanship and gunnery, without her officers and men being picked off, and will be ever



ready to lay the enemy on board when occasion requires. This maxim applies more particularly to single ships than to fleets and squadrons, where circumstances may throw the line of battle yard-arm and yard-arm, and muzzle to muzzle.

Councils of war are fortunately out of date, and discounteranced in our Navy. If, however, such a court should be called, the Captain has a serious duty to perform, and should do it with firmness, neither allowing his internal opinion to be unduly influenced by the presence of rank, nor by the apparent majority of a party. He must look at the case in its whole bearings, and weigh, rather than count, reasons. On the memorable engagement between Captain Forrest, in the *Augusta*, with the *Dreadnought* and *Edinburgh* under his command, and seven French ships of-war, four of which were of the line, and three large frigates, off Cape François, in 1757, a Council of War was holden. When Forrest had seated himself between Captains Suckling and Langdon, the question was not what superior force the enemy had, or how unequal to the combat. No words were wasted: the Commanding-Officer opened the business by saying to the other two—"Gentlemen, you see the force of the enemy; is it your resolution to fight them or not?" Upon which they both instantly answered—"It is." Here the Council ended, *having lasted about half a minute*. The holding of these courts may have been more requisite when the signals were so imperfect, but long discussions were never popular with seamen, who like sentences that are pithy and to the point, therein agreeing with the Spaniard, that—"*Muchas palabras no valen nada*."

It was an ancient custom for a Commander to harangue his men previous to an engagement; and though Jack is not over-partial to palaver, he has sometimes been addressed with good effect. When the *Monmouth*, 64, was chasing that fine 80-gun ship the *Fouloyant*, Captain Gardiner emphatically exclaimed to his people—"The ship must be taken; she appears above our match, but Englishmen are not to mind that."

After one of Sir Edward Hughes's drawn battles with M. Suffrein, in the East Indies, the British Admiral sent to the Captains of the fleet, desiring them to stimulate their respective crews previous to the next day's expected encounter. As his Commander was desperately wounded, it fell to the lot of the late Captain C. H. Lane, then a Lieutenant, to carry this into effect, and he did it irresistibly. All hands were immediately piped on deck; when Mr. Lane, holding in his hand Sir Edward's order, in *hoc modo loquitur*—"My brave fellows, I have received the Admiral's commands to *stimulate* you. I do not clearly understand his meaning; but if it is that I am to tell you to beat those *parley-vours* to-morrow, I am sure he might have saved himself the trouble: but, my lads, I am ordered to *stimulate* you, and you must therefore consider yourselves stimulated accordingly." Roars of hearty laughter, and three tremendous cheers attested that the lads enjoyed the humour of the address, though they had fought severely, and passed the day dinnerless; and we must give them full credit for their cheerfulness, since it is acknowledged that those who readily *take a witty* point have equal merit with the promulgator.

With respect to this custom of cheering, various opinions are entertained. That it has been most effective, the evidence of ages will show; and the momentary confusion which some impute to it is more than

counterbalanced in the happy excitement thereby inspired. Cato the elder boasted that he had gained more victories by the threats of his army than by their swords; and Cæsar mentions the shouts of his soldiers as one of the things that rendered them superior to the troops of Pompey. The "clamor" certainly has reason on its side, especially after the delivery of an harangue, because it betokens a hearty approval of the proposition, and a clear understanding of their leader's intentions. It has also been found in our late wars both to encourage and exhilarate our own men, while it daunts the enemy.

We asked one of the French officers of the *Piémontaise*, shortly after her capture, whether they really expected to take the *St. Fiorenzo*, on the third day's attack; to which he replied, that their movement was made in good spirit, but that some of the *canaille* took fright on hearing the "*acclamation Anglaise*." So, after the severe fight between the *Didon* and the *Phoenix*, the brave M. Milius assured Captain Bather, that the repeated and hearty cheers of the British seamen, even under apparently adverse circumstances, chilled his crew, and mainly contributed to his defeat. The first frigate action of the war with revolutionary France was opened with a chivalry worthy of example. All was silent until the two ships came within hail. Captain Pellew then ordered his crew to man the shrouds, and give three cheers with—" *Long live King George the Third!*" Citizen Muller, the French chief, then ordered his rigging in the same way to be manned, and coming forward on the gangway, waved his hat, exclaiming—" *Vive la Nation!*" which his crew accompanied with three cheers. This being performed, without the apprehension of treachery while the men were in the rigging, Captain Pellew placed his hat on his head, which was the signal to commence the action, and one more desperate never was fought, the two ships being engaged yard-arm and yard-arm through.

A considerate Captain will never put his officers or men upon such duty or hardships as may be attended with more hazard of life than probability of success, when the good and safety of all are not immediately depending. Inconsiderateness on this head has occasioned sharp reproach, and led the factious Ned Ward to say of a Commander—"He has a rare hand at playing away his Lieutenants upon hair brained enterprises; for he is as prodigal as the devil of other men's blood, when money is in the scent, and always makes use of a Lieutenant's paw to draw it out of danger."

The examples of this propensity are extremely rare, and Captains are usually even too prone to quit their ships upon every service that offers, and many are the bright examples of perseverance, endurance, and courage, which they have exhibited to their crews. Captain S. Hood, of the *Juno*, when lying at St. Ann's harbour, Jamaica, displayed great intrepidity of this character. In a violent gale of wind, a raft was discovered from the frigate's mast-head, at a great distance in the offing, with three people on it, over which the waves washed every moment, so that it appeared almost impossible to save them. Captain Hood immediately ordered a boat to their assistance. It seldom happens that British seamen shrink from danger; but the boat's crew, thinking it a vain attempt, showed some reluctance at putting off, fearing lest they should be involved in utter destruction. Hood observing this, leaped into the boat, declaring to his men that he would never order any of them on a service on which he was afraid to venture him-



self. The boat, breasted the sea with great difficulty and imminent danger, reached the wreck, and saved the poor fellows on it, who must have perished with the next wave, being quite exhausted. This resolute exploit pleased the whole island of Jamaica, and the House of Assembly testified their sense of it by voting the gallant Captain a sword of 200 guineas' value.

Having alluded to the sending of officers and men upon detached service, as cutting out and other duties, the Captain will make himself acquainted that the boats are duly provided and armed for the required object, since inefficiency of means may be fatal. This not only applies to the masts, sails, oars, and general gear, but also to the lights, binnacle, provisions, and requisites. If the boats are detached for disembarking troops, every boat should be furnished with as much board or plank as they can conveniently stow, for the purpose of laying under the wheels of the artillery, when dragging over the sand. The launches not employed as gun-boats for covering the landing should be sent with a coxswain and bowman only—and when filled with troops must be towed by cutters, barges, or pinnaces to the shore. On approaching the place of disembarkation, the laden boats will pass the covering ones, and, except in cases of remarkably fine weather and little surf, are to let go their grapnels and vere in stern foremost; the cutters and other towers are to keep a-head of them, with their oars out in their rowlocks, ready to tow them off when deemed necessary. This is a service of the utmost importance; and on no account should a seaman be permitted to quit his boat, or station in that boat, except when ordered on special and particular service.

Hostilities should be carried on under all the mitigations of which it is capable, and the principal actors in it should not only be careful of the *jus belli*, or law which custom has interposed, but seize every opportunity of showing that the principles of scientific warfare do not necessarily extinguish those of humanity.

In 1695, when the Plymouth was closing with the French ship *La Contente*, Captain Killegrew discovered that her whole crew were at prayers. He might have poured in his broadside with great advantage, which, however, he abstained from doing, magnanimously exclaiming—“It is beneath the courage of Britons to surprise their enemies in such a defenceless posture.” The Frenchman was captured, but the gallant Killegrew was slain in the action.

A fine instance of the merciful feeling in the heart of the brave is found in the prayer of Nelson, composed by him immediately before entering into the battle of Trafalgar,—and which ought to be engraven in letters of gold, for the sake of all future generations. It was in the following terms:—“May the great God whom I worship grant to my country, and for the benefit of Europe in general, a great and glorious victory,—may no misconduct in any one tarnish it,—and may humanity after victory be the PREDOMINANT FEATURE of the British fleet!”

Indeed so far are tenderness and humanity from being inimical to the warlike character, that we believe the United Service exhibits as many proofs of the finer qualities of the heart, as can be found in any other class of society. Lord Orford has said—“At this moment, if I was an epicure among sharks, I should rejoice that General Elliott has just sent the carcasses of 1500 Spaniards down to market under Gibraltar,—but I am more pleased that he dispatched boats, and saved some

of those whom he had overset." What must a man of so much feeling have suffered at being forced to do his duty so well as he has done! I remember hearing such another humane being, that brave old Admiral, Sir Charles Wager, say, that "*in his life he never killed a fly.*"

To this testimony of an amiable disposition, we will add one of our own day. We learn from Captain Back, that it was the custom of Sir John Franklin, during his severe Polar journeys, never to kill a fly; and though teased by them beyond description, especially when engaged in taking observations, he would quietly desist from his work, and patiently blow the half-gorged intruders from his hands—"the world was wide enough for both." This custom made so deep an impression on his red friends, that Manfelly, the Indian guide, seeing Back slaying the teasers years afterwards, could not refrain from expressing his surprise at the difference of disposition between the young chief and the elder one, who would not, as he remembered, destroy a single mosquito.

On taking possession of a captured vessel, however, no too highly wrought or false sentiments of liberality and humanity must be allowed to interfere with a strict discharge of duty; for it has frequently happened that a Captain has had far more trouble and anxiety after an action than during its continuance. While he takes particular care that all prisoners of war are treated with kindness and consideration, that their property is duly protected, that they have their fair allowance of provisions, and that every admissible comfort of air and exercise is allowed them,—he is to be strictly observant of their due custody. How few soever their number, he is directed to be attentively watchful to prevent their cutting any of the rigging or ground tackle, or doing any damage to the ship; and if the number be considerable, sufficient guards are to be appointed, who are to keep their weather-eye open when the seamen are aloft. Every precaution is to be taken according to the regulations, which may not only prevent their succeeding, if they should attempt to rise, but which, by convincing them of the improbability of success, may prevent them from making the attempt.

After fighting the action and securing the prisoners, the gratifying though difficult task of reporting it follows, and as Gazette letters form a portion of the historical literature of the country, it ought to be well done. By this we do not mean to encourage such pomposity as when the Commander of a gun-brig announces that as he was cruising for the protection of commerce and the annoyance of the enemy, he met a row-boat privateer, &c.—nor of "batteries which might have been destructive, and people who, if armed, might have made opposition,"—nor the round-about style by which some tolerable fighters, whom we could name, rather flourish the point than push it.

Public letters should only detail those facts which are necessary for the public in general to know; and those names only should be stated which really merit mention; a condition which holds good, even though the Gazette, reporting the battle of Navarino, gives an episode about a clerk being made an acting purser, while the point from which the wind blew, and on which the gist of the action turned, was omitted. What Fresnoy advises in the fine arts is equally applicable against the custom of foisting unimportant names into national dispatches.

“ Nor paint conspicuous in the foremost plain  
 Whate’er is trite, impertinent, and vain ;  
 But, like the tragic muse, thy lustre throw  
 Where the chief action claims its warmest glow.”

The admirable letter of Collingwood, reporting the battle of Trafalgar, though written at a moment of most anxious responsibility, may be deemed a model for an official report ; and those of Sir Sidney Smith, from Acre, are so well and so clearly penned, that Colton condoles with Mrs. Cowley, in the spirit of her poem being forestalled by the hero himself.

“ That ample wreath by Sidney borne away,  
 Left his poor poet not one sprig of bay ;  
 Wielding like Cæsar, both the pen and sword,  
 His own gazettes his glories best record.”

But as it is not to be expected that all officers will possess this admirable gift, we merely here recommend our Captains—it were presumption, perhaps, to address the Admirals—not to be too long-winded, and the style will stand excused. Sir George Walton, on taking four sail of Spanish men-of-war, a bomb-vessel, and a store-ship, and burning four men-of-war, a fireship, and a bomb-vessel, reported thus:—“ Sir, —We have taken and destroyed all the Spanish ships and vessels which were upon the coast, the number as per margin. I am, &c.”

Lord Hawke, announcing a victory in 1747, told the Admiralty that “ the French ships being large, took a good deal of drubbing.” Macbride put the whole nation into good humour by describing his capture of two privateers, “ commanded by two Hogenboomes, father and son,” the former well-known by the nick-name of John Hardapple : these he secured by engaging one till he had “ effectually winged her,” and then making after the other. And no one can have forgotten the characteristic and animated passage in Sir Richard Strachan’s letter in 1805, describing his making out the strangers to be a French squadron —“ We were delighted !” Such sentences would even redeem the want of well-rounded periods, or tasty collocation of words.

“ Much injustice has been done by omissions in public dispatches, as may be instanced in the very indifferent letter of Lord Howe, on the 1st of June ; and still more so in Sir John Warren’s account of the capture of the Hoche. “ Never mind,” said Nelson, on finding that his services were left out of the report, “ I will one day have a gazette of my own,”—and this hope, expressed more in confidence than in conceit, was nobly realized ; but had he died in the mean time, he had been defrauded of his fair claim to national notice. Some officers affect to make no particular mention, on the vain boast that “ they never asked a favour for any one,” but it is their bounden duty so to do, and it is a discreditable neglect of public service to pass over the exertions of public servants. Such men can have but few pretensions to true greatness, because their feelings are not blended with the gallant and fine inspirations of the heart ; yet, while they overlook what they owe to others who so mainly contribute to their fortune and fame, they are generally anxious enough that their own services should be appreciated. The so-called integrity that accepts of no favour, and inflexible severity, are branded as *odious virtues* by Tacitus, and very deservedly ; for the honour of a Commander is no less displayed in his accounts of his comrades in arms, than his own gallantry may have been in the action itself, especially when bestowing the just encomiums on those



who have had the opportunity of distinguishing themselves,—or in the generous and manly conduct of earnestly soliciting rewards adequate to their deserts. The conduct of Sir George Rooke to those whom he was appointed to command was edifying in the highest degree. Ever attentive to their respective merits, he acted as an impartial judge—and to those who deserved it, as a sincere friend. All distinctions of parties, on such occasions, he despised and spurned—and contemplated a great action with much pleasure, when he had it in his power to reward it properly. Besides the merit of his own men, the official reporter should also record the behaviour of his enemy, with the strictest candour and truth, as it materially assists in the due estimation of character and service.

Of this department of letter-writing a striking specimen was given by our friend Macnamara Russell, in 1783, on taking a French frigate commanded by le Comte de Krergarou de Soemaria, whom the Briton thus preserves, like a grub in amber :—“In justice even to the Captain of the Sybille, it must be owned that his evolutions (as far as my little ability enables me to judge) were masterly, and, in one instance, bordering on a noble enthusiastic rashness. Nor did he fly till the men in his magazine were breast-high in water, and all his powder drowned, by some low shot which he received early in the action. It is therefore, Sir, with great pain and reluctance that I inform you that this officer, commanding a ship of more than double the Hussar’s force, in perfect order of battle—for, under the then circumstances of wind and sea, he derived great advantage from being under jury-masts—an officer of family and long rank, adorned with military honours conferred by his Sovereign for former brilliant services, has sullied his reputation, and, in the eye of Europe, disgraced the French flag, by descending to fight me for *above thirty minutes*, under the ENGLISH COLOURS, and SIGNAL OF DISTRESS above described; for which act of base treachery, and flagrant violation of the law of nations, I have confined him as a state prisoner, until, through your mediation, justice and the King’s Service are satisfied.”

This was the straight-forward statement of a true sailor, after an exploit which, though then unrewarded, would in the present days of profuse decoration have brought him a cross or two.

Orders and distinctions have occasioned much controversy, from the great difficulty of dispensing them to general satisfaction; yet it cannot be denied that they create emulation in the highest as well as the lowest classes. It is true that insignia are as often mere ensigns of place as distinctions of merit. They are nevertheless proper objects of acquirement to ingenuous minds; for the desire of honour is one of the most refined appetites in human nature, and one of those most conducive to virtue. *Aut Numen, aut Nebuchadnezzar.* Take from man the powerful incentives of a longing for distinction, and the world would want philosophers, poets, patriots, and warriors; in the words of Seneca, “Tolle ambitionem et fastuosos spiritus, nullos habebis nec Platones, nec Catones, nec Scævolas, nec Scipiones, nec Fabricios.” We may add with Moore,—

“Who that surveys this span of earth we press,  
This speck of life in time’s great wilderness,  
This narrow isthmus ’twixt two boundless seas,  
The past—the future—two eternities—  
Would sully the bright spot, or leave it bare,  
While he might build him a proud temple there,

A Name that long shall hallow all its space,  
And be each purer soul's high resting-place?"

A puritan might here say that the love of fame is a modification of pride, and ought therefore to be discouraged. To such we would reply, from Goldsmith:—"There are some faults so nearly allied to excellence that we can scarce weed out the vice without eradicating the virtue;" but we produce this quotation merely to keep the peace; for we verily believe that vanity and a desire for excelling have no relationship whatever.

"We rise in glory," says Dr. Young, with a fine antithesis, "as we sink in pride." Eternity is the cultivated man's most ardent wish; and as ambition to be distinguished in the annals of our country is an impulse which the noble never fear to recognize, the yearning for reputation, with adequate correction, seldom fails to operate as an incentive to the accomplishment of those great and splendid actions which bloated idleness never dares aspire to. When fame is undeservedly bestowed, it wounds the ingenuous mind; but when enjoyed commensurate with merit, the *incorrupta vox* becomes a boon equal to the toil of every difficulty and of every danger. Even if reward does not always attend upon the exertions of professional knowledge, it is gratifying to feel conscious of having deserved it.

"I have invariably laid down," says Nelson, "and followed close a plan of what ought to be uppermost in the breast of an officer—that it is much better to serve an ungrateful country than to give up his own fame. Posterity will do him justice—a uniform course of honour and integrity seldom fails of bringing a man to the goal of fame at last;" and it must be borne in mind by those who lament the present shower of crosses and ribbons upon unknown members of the Service, to the patent derogation of the true men, that though external honours will often drop where responsibility rests—reputation is gained only when that responsibility is accompanied by talent. Unless the world be otherwise informed, a decoration must be deemed a mark of consideration; and we agree with Jortin, that habits, titles, and dignities "are visible signs of invisible merits."

We shall now close our remarks on the Economy of a Man-of-War, trusting that, as the Navy has been a principal source of prosperity to the State, as well as a means of improving the human species, the subject is not without its proportionate interest, however indifferently we may have treated it. The British fleet has attained a higher character than that of any other nation, since with its known prowess, its reputation for humanity, discipline, and rectitude, is equally celebrated. "The word of a British Admiral," says Lord Nelson in a letter to the Emperor of Russia, "when given in explanation of any part of his conduct, is as sacred as that of any Sovereign in Europe;" a noble sentiment, which we receive as an heir-loom. It remains therefore for future sea-officers to maintain and continue the splendid heritage committed to their charge; and we trust that they will never suffer a leaf of its laurels to be blighted. Be it always remembered, that it is much less disgraceful to gain no honour than to lose it,—

"Turpius ejicitur, quam non admittitur hospes."

# REMARKS ON THE MILITARY CONSOLIDATION COMMISSION,

ISSUED IN 1833, AND REVIVED IN 1836.

It is a peculiarity of the British Army that its officers give themselves but little concern about what goes on in the Staff departments and the financial affairs of the Army. Measures of much military importance are often discussed in Parliament without the generality of officers taking any interest in them, until some change of great consequence to regimental discipline or administration attracts their earnest and anxious attention. This disregard of the officers for what does not immediately concern their own duties has, in one sense, an advantageous influence over the habits of the British Army, by preventing idle or inconsiderate discussions, which often tend ultimately to disturb the great military principle of obedience; but, on the other hand, it is to be lamented that so many officers, who, as Members of Parliament, may be looked upon as the constitutional representatives of the Army, appear indifferent about measures speciously brought forward for party purposes, which, if they studied more closely the general system of the Army, they would perceive must lead to infinite mischief, and which they ought therefore to unmask and denounce with that influence which their professional characters and experience gives them among right-minded and patriotic persons, to whatever political party they belong.

These observations apply with more than usual force to the Scheme, concocted in 1833, for consolidating the general administration of the military affairs of Great Britain under an Army Board, consisting of members removable on any change of ministry, and headed by a civil chief with a seat in the Cabinet. Upon the Report of the Commission lately laid before the House of Commons in reference to that Scheme, we shall, without further preface, proceed to offer our comments, in the hope of drawing public attention to this subtle attempt to undermine the admirable constitution of the Army, and bring it under the baneful control of political interest. This delusive and desperate Scheme began by a Commission issued in 1833, for inquiring into the practicability and expediency of consolidating the different departments connected with the civil administration of the Army. That Commission consisted of the Duke of Richmond, Lord John Russell, Mr. E. Ellice, Sir J. Kempt, and Sir R. Dundas. Their instructions were "to inquire and examine into the public expenditure, and the mode of conducting the public business under the Board of Ordnance, Secretary-at-War, Paymaster-General, Comptroller of Army Accounts, and Commissariat Department of the Treasury, and to report their opinion whether any improvement can be introduced into the system of carrying on the public service in those departments which may, by consolidation or otherwise, be productive of greater economy, due regard being had to the efficiency of the Service."

This Commission having examined a vast deal of evidence, the Duke of Richmond, who was at the head of it, drew up the "Project of a Report;" but on his Grace retiring from office, it was laid aside



until 1836, when a fresh Commission was issued, consisting of Lord Howick, Lord Palmerston, Lord John Russell, *Lord Strafford*, Mr. Spring Rice, and Mr. J. Cam Hobhouse.

In the letters-patent for the new Commission reference is made to that of 1833, which it annuls and revokes, but repeats precisely the same instructions to the new Commissioners; and as they, in the course of their labours, frequently make allusion both to the evidence and the Project of Report of the former Commission, it will be the best arrangement for the reader's convenience to commence with a review of the original Commission of 1833.

And first, it may be well to state what was the current rumour regarding the cause and origin of that Commission. It was said, we do not know with what truth, that the Duke of Richmond, in the first distribution of the Whig offices, wished to become Master-General of the Ordnance: an objection, however, arose to his appointment, which was considered insuperable—namely, that there existed no precedent since Charles the Second's time for any one except a military officer of high rank being Master-General, the department being essentially military in its objects, though charged with certain civil duties intimately blended with its military service. Now the Duke of Richmond, though he had served very creditably during the late war, both as an Aid-de-Camp of the Duke of Wellington and as a company officer in the gallant 52nd Regiment, had never risen higher in the Army than the rank of Lieut.-Colonel, with which rank he retired on half-pay upon his marriage. Considered, therefore, as a military man, it was impossible to put him over some of the oldest and most distinguished officers in the Service; while, if he claimed as a Civilian, the precedent of two hundred years, as well as the obvious impropriety of a civil head being over a military department, was a stop upon his appointment.

Whether the Duke of Richmond was disappointed at not having the Ordnance, and whether advantage was taken of this by persons who had deep political ends, and made him their unconscious organ, it certainly caused extreme surprise to his military friends when he appeared as the Head of the Commission of 1833, for abolishing the Ordnance and remodelling the whole government of the Army.

With this preface we now proceed to the evidence, endeavouring to abbreviate and avoid repetition as much as the ill-arranged mode of examination will admit; for the questions being framed to bear out a theory and not to elucidate existing facts, are so distorted and full of repetition as to resemble the cross-examination of quibbling lawyers rather than the grave inquiry of statesmen.

The first evidence (Mr. Elliot, of the Ordnance-Office) explained that civil matters of the Ordnance go through the Board to the Master-General; that military matters, regarding discipline, staff-appointments, and promotion, go direct to him without their intervention; also that the Master-General had not been a civilian for some centuries.

Mr. Angel, a chief clerk, explained the general arrangement of Ordnance accounts, as regards stores, showing that engineer officers superintended buildings, but are not the actual accountants for the money laid out.

Mr. Stace, the Storekeeper at Woolwich, explained the details of his office, by which it appeared that the most perfect order and economy prevailed; that the military and civil duties of the Ordnance were, in many respects, intimately blended, soldiers being often employed in labours connected with the stores, and officers being often in charge of stores required for service or in fortresses. He described the constitution of the subordinate Ordnance Boards, called the "Respective Officers," which exists at every military station of importance, and are composed of the Storekeeper of the station, the Commandant of the Artillery, and the senior officer of Engineers. These subordinate Boards, by their well-contrived combination of two military and one civil authority, greatly simplify and expedite all those local measures which are not of such importance as to require a reference to the Ordnance Office in London, but which yet require due consideration both in a military view, and with respect to civil arrangement and economy.

Sir A. Dickson, the distinguished Commander of the Artillery in the Peninsula, on being asked what difficulties he should anticipate from putting the Artillery and Engineers under the Commander-in-Chief, and the civil departments of the Ordnance under a new Board? answered, that he thought it would be disadvantageous to the Artillery and Engineer officers, because, as they rise by seniority, they would, from their comparatively low Army rank, be unpleasantly situated, and become perhaps the mere drudges of the Army. He saw much objection to the stores not being under control of military persons; very properly observing, in answer to questions which, if intended to be shrewd by those that put them, seem absurd to any military reader, that officers would not be likely to show so much zeal in case of stores, if accountable to a civilian, as if to a military head; nor did he admit that an Artillery officer being a member of the new Board would obviate this, because, though he might be the advocate or representative of his corps, he would not be its actual chief.

Several questions were put to Sir A. Dickson in order to drive him to an admission that Artillery officers are not more in charge of stores than Cavalry officers are of their troop saddlery; he settled this point, however, by saying that the Artillery officer at Gibraltar is in charge of "*eight hundred pieces of ordnance with all their appurtenances.*"

As to the question of neglect of stores having ever fallen upon an officer's pocket, Sir A. forcibly observes, he had known an officer's *reputation suffer by such neglect*—(where will modern economists find any check or economy like the risk of an officer's reputation?); and he added, "that the experience of a long war and the revisions of officers of rank and knowledge had prevented waste and carelessness."

Sir A. was invidiously asked, "had he never known general officers abroad overrule and interfere with Ordnance regulations?" He replied that "his service abroad had been under authorities who would not have stood on ceremony on urgent occasions," and instances the Duke of Wellington; but declared he has not known the supposed inconvenience, though, whenever the good of the Service required it, he did not think any General would hesitate in taking what might be the right step as a military man."

His opinion as to the local Boards called Respective Officers



was equally judicious; and he pointed out clearly that if the civil and military duties were separated, constant reference in the colonies must be made to the General of the station, with injury to the harmony and efficiency of the civil and military services.

As to the question of separating the Naval Ordnance from the Land Ordnance, Sir A. objected that the scientific education of the Artillery officers renders their co-operation in matters of new experiment very useful to the Navy, and explained the vast advantage to a country with so many dispersed colonial possessions, of having the Ordnance common to both Services; so that in war our ships can use land cannon, and ships' guns can be employed by the Army, as was abundantly proved in all the operations on enemies' coasts.

As to the *French*, which the Commission frequently take occasion to quote in their questions as incontrovertible authority, Sir A. Dickson said, "With regard to France, the naval artillery is in the hands of the Minister of Marine; and the land artillery officers of that country have such a prejudice against iron ordnance, *from their ignorance of it*, that no French officer would venture his character to conduct a siege, or do anything with iron cannon, while the British Artillery are perfectly satisfied with guns applicable to both Services."

Captain Duncan, the Naval Member of the Board of Ordnance, explained, "that though not actual accountants, the Artillery and Engineer officers are the zealous economists and scientific superintendents of the enormous value of public stores and public works and buildings committed in various ways to their military charge."

Being asked the sophistical question, why, if one member of the new Board were an Artillery officer under the Chief Commissioner, it would not work as well as the present system? Capt. Duncan readily replied, that such a plan would *only* differ from the present in the fact, that the *chief* command of the Artillery and Engineers would be in the hands of a civilian. And here, in truth, lies the whole secret of the new Scheme; for in whose hands would that powerful civilian be? Why, in the hands of the House of Commons; and his Majesty would then have no more to say to his Army than the King of the Sandwich Islands!

The Commission asked Captain Duncan if every other European Power has not the military arrangements under one authority? It would have been easy to answer Yes; but that *one* is a military officer under his King, whereas you would have him a civilian under the dictation of the House of Commons; and it might be added, that as to the pretence of consolidation, no Army is managed without ten times as many staff-officers and twenty times as many assistants and clerks under them as the British, notwithstanding the enormous detail of colonial occupation and detachments quite unknown to other countries.

Captain Duncan stated that he thought the separation of the Naval and Military Ordnance might obviate some inconveniences of detail which exist at present, as to the fitting of gun-carriages on board ship, and correspondence between the Navy and the Ordnance Office. So far Capt. Duncan fell into the views, or more properly speaking, the wishes of the Commissioners—"Hoc uno responso animum delusi—Apollo."—But he quite threw them over by the subsequent comment, that "all these inconveniences would be increased rather than lessened by the establishment of a new Board such as they propose."

On the subject of accumulation of stores, Captain D. said "the Ordnance were doing their best to reduce them to only *one year's average consumption, to be denominated a war-store*, and to have what are termed 'Running Contracts' for sudden emergency, the contractors making engagements from time to time to supply such and such quantities, *if called for*." Whether this is not carrying economy to a dangerous extent, and, in truth, placing the events of war upon the stability of contractors, remains yet to be proved.

It does no doubt surprise one at first sight to read of the prodigious stores that were in our magazines at the end of the war, and to learn by Captain D.'s evidence that we have even now 700,000 muskets complete, and 300,000 more in material. But we must not forget that the Spaniards, since their wretched civil war, have been supplied from England with no less than 600,000 muskets; a passing proof of what war will consume under any circumstances.

The accumulation of harness and other equipment was much adverted to by the Commissioners. But here again we must remember that it has been calculated that if Government could have supplied horse-shoes to the cavalry on the Corunna retreat at 100*l.* a shoe, it would have been a cheap bargain, and would have saved men and horses, who could not be replaced under ten times their true value. As to the importance of a proper store of camp equipage, any officer who served through the Peninsular War will bear testimony to the immense saving of health and life resulting from the adoption of tents and encampments by the Duke of Wellington in the latter years of that war as distinguished from its commencement, and the sickness and loss sustained by the French from never putting their men under canvass in the field. However perishable stores of tents may be, yet surely a much larger supply than a year's consumption should always be retained on hand. Captain D. stated the present stock at 34,000; and justly observed he did not think it too great, for even in time of peace the issue of double tents to protect the men from the sun in the West Indies had been found of infinite service in the preservation of the troops.

Mr. Angel stated, that he has been fifty-four years in the Ordnance, and that he is now chief clerk to the surveyor. Will it be believed that the Commission gravely questioned this gentleman as to their grand project in its general bearing? To which Angel, like a sensible and modest man, replied, that it was "a larger question than he felt competent to answer, having been employed in the details of the office, and not in its general arrangements."

But his wise examiners would not be satisfied, and pressed him till he gave them an answer, which, at least, showed his judgment had not been warped by the narrow circle of his duties. He said—"If the power to *promote, to pay, and to order*, remains in one person, the Scheme might answer." He was quite right; because this would, in fact, be no change at all: whereas their intention was to make a Cabinet Minister and a civilian the supreme chief of the whole Army, for political ends. After pestering Mr. A. with the often-repeated questions about officers' responsibility for stores, they at last asked him—Is an Engineer officer competent to make a specification of building? He answered—"They are expected to be masters of all building work, as they now receive a regular course



of instruction in practical architecture under Colonel Paisley, at Chatham." An answer which must satisfy any reasonable man of the value of such superintendents over public works.

Mr. Seth, another Ordnance clerk of long service, was questioned as to the possibility of condensing some of the pay details. Here he was, of course, at home, and gave some useful hints as to detail, setting the examiners right in a blunder or two about certain bank arrangements, of which they seemed in such total ignorance as to venture in one instance to meet a difficulty by saying in the simplicity of their hearts—"Supposing an arrangement were made with the Bank to get over that difficulty." We confess we doubt the Bank of England altering any of its fundamental rules to forward a Scheme so foreign to their business.

Mr. Barker's evidence was curious as regards the storekeeper's department, of which he explained the origin to have been, that the mercantile house of Trotter and Co. having acted for many years as a store depôt for Government, was, in 1806, converted, house, clerks, stores, and all, into a Government office, and attached to the Ordnance.

The rest of his evidence is unimportant, but we cannot resist giving one specimen of the many foolish and unstatesmanlike questions of this Commission. They ask Mr. Barker, formerly clerk in Trotter's house, and lately in the Ordnance—*In your opinion, where consolidation does not decrease the efficiency of departments, do you think it desirable?* And on his naturally assenting to this sapient doctrine, they request his opinion on the whole military system of Great Britain in these words—"Then, in point of fact, the officers of the Army are subject to the Commander of the Forces with respect to their discipline, and to the Ordnance for their stores?" Mr. Barker modestly enough explained to them the fallacy of this abstract distinction, which would imply that there was no *military* responsibility for military stores, though Sir A. Dickson had told them an *officer's reputation* often depended on that very responsibility.

Sir John May, Inspector of Carriage Department.—This distinguished officer was questioned much like the former evidence as to the separation of military and civil duties of the Ordnance, and explained the supremacy of the Master-General over the Board of Ordnance in civil as well as military matters, as a *principle* upon which the efficiency of the whole Ordnance department depends. By way of a keen cross examination to disprove this, he was asked—"What kind of papers are referred by the Board to the Master-General?" He answered—"On all subjects connected with the duties of the Ordnance." A string of questions was then put to extract admissions of the responsibility of Artillery officers being no greater as regard stores than those of the Line, and with the usual ill success. He was then insidiously asked if the Artillery would prefer being under the Commander-in-Chief?—and wisely said, he had formed no opinion.

As to the respective officers, he stated not only that the present system works well, but that it has the advantage of economy; which declaration from an officer of Sir J. May's character and experience might be supposed to have some weight. Repeatedly he was questioned as to the practicability of the Scheme in different shapes, but always exposed by his replies the absurdity of a civil chief over a mili-

tary department, and the wide difference between the proposed military member or Colonel-General of Artillery from a military chief over the civil departments ; repeating, that he considered the duties of the military and civil branches of the Ordnance so interwoven, with each other, as to call for their being placed under one head. In conclusion, he observed upon the complete failure in the French system of separating naval from military ordnance, by which the guns and material of either service are unavailable for the other.

Sir A. Frazer, Director of Laboratory.—The Commission began upon this gallant officer with their usual circuitous questions to procure some isolated admission of his own office not involving military responsibility. He did not, apparently, at first understand the quibbles propounded ; but when they at last asked—“ If reports on civil duties go to the Board, and those relating to military matters to the Master-General ? ” he told them—“ Usually ; but they are so intermingled frequently, that it is not easy to decide what is purely a civil, and what is purely a military subject.”

Upon the constitution of the local Boards of Respective Officers, he said—“ I think where you have a person of ability, *one* man is better than *three* for the expediting of business ; but with the general run of mankind it is safer to have three people who have different interests, and who are not likely to bend to each other, unless they see it is for the public good.” Being asked what quantity of artillery he considered necessary as a provision for a war, he answers that a Woolwich committee, of which he had been a member, lately came to the conclusion that forty field batteries (240 guns), with their attendant carriages, and a battering-train of 200 cannon, would be sufficient.

As to the powder manufactories, Sir A. F. gave his opinion that *one* should be kept up whether at full work or not, in order to guard against the enormous exactions of contractors, who at the end of the war compelled Government to pay double the real value for every barrel required. These are the opinions of a practical man : and upon the present condition of the Artillery service Sir A. F. offered some remarks equally deserving attention. He considered that it would be impossible for the corps to continue on its present footing of promotion solely by seniority without losing its efficiency : but he by no means agreed with the Commissioners in the notion that placing the Artillery under the Commander-in-Chief would remedy this evil ; on the contrary, he appeared quite aware of the delusion of such a project, and said it would only make the Artillery a *secondary* service.

When the invidious question was asked—“ Whether there are not many Artillery officers efficient for Staff appointments ? ” He replied, naturally—“ There are plenty ; ” but pointed out, as was done before by Sir A. Dickson, that the slow promotion prevents Artillery officers from attaining high Army rank till too old for such appointment ; at the same time suggesting, that advantage might arise from allowing officers to exchange from Artillery into the Line ; a permission which, if we are not mistaken, was given to fifty young officers of Artillery at the close of the war, and which answered well.

General Miller.—The evidence of General Miller merely went to confirm the evidence of the other Artillery officers.



Colonel Maberly, Clerk of Ordnance.—The opinions of this gentleman against the proposed Scheme were very decided. He showed the inexpediency of overloading business upon any department, under the specious appearance of consolidation, and explained that while the business of the Board of Ordnance is distributed as to all minor details among the several members, yet, as to all more important details, the decision is referred to the Board assembled; and whatever they deem doubtful they refer to the Master-General, as the military chief over the whole department, civil as well as military.

When the Admiralty was quoted by the Commissioners upon Colonel M. (that Board and the French system being their favourite authorities for the Scheme), he ventured to question the boasted perfection of that Board, for he sensibly observed, that where business is too large, a Board becomes merely a name, and instead of that concert, so useful between the different members upon matters of a mixed nature, they have no time for mutual discussion, and end in giving up to each other their respective departments, and becoming independent administrators, while the chief who has to answer for them collectively is totally in their power, and remains in unavoidable ignorance of what is under his charge. The questions by which the Commissioners attempted to shake Colonel M.'s statements were petulant and vague. For instance,—“Is not Sir James Kempt now in your power as much as the Supreme Commissioner would be?” To which he made the obvious answer, that the more limited the department, the less the Chief is obliged to trust to his subordinates, and that if the Chief, as proposed in their Scheme, is to be in the Cabinet, that alone would prevent his having time for proper superintendence of the unwieldy machine committed to his direction.

Here they thought to catch him, by reminding him that the Duke of Wellington was in the Cabinet when Master-General (a very different post, by the bye, from Chief-Commissioner of the whole Army). Colonel M. replied—“*He was; but he was a long time in the department, and was thoroughly conversant with its details.*” And added—“*I have heard Sir H. Hardinge say that he was four years at the Board, and was only beginning to understand its details.*” The Commissioners retorted with wonderful sagacity—“Would it not be possible to frame a system in which a man might learn the duty in a much shorter time?” and then persisted in their argumentative questions as to their own Scheme, which Colonel M. answered by referring them to what he had already said; and here we must observe that, however capable they thought themselves of a new Scheme, they certainly seemed by no means quick at understanding the explanations given them of the old.

Colonel M. insisting, like all before him, on the intermixture of civil and military duty, and showing the difference to an officer of working under a civil authority, or a military chief to whom he professionally looks for honour and advancement, the stupid question was put to him—“Had he ever heard of an engineer officer receiving any distinction for building a barrack well?” We never heard of an officer made a C.B. for having the knapsacks of his regiment well packed and put on; yet whatever attention an officer pays to the most trivial detail of his duty, as it contributes to the general efficiency of his corps, must and does

add to his military character, provided he is under the command of those who know how to appreciate his exertions. On the same grounds, surely his scientific knowledge of architecture must add to the credit of an officer whose province it is "*duce muros, molirique arces.*" Colonel M., upon their general theory of consolidation, judiciously hints to them that "such measures must be done with caution, because business may be so vast that they may be beyond your grasp, and get into confusion by an attempt at too great a consolidation."

Sir John Webb, Director-General of Medical Department, when asked, "Could the Ordnance Medical Board be consolidated with the Army Medical Board without inconvenience?" replied, very wisely, that "medical arrangement must always depend upon, and be adapted to, military arrangement, and the medical duties are so intimately connected with the military that they ought to be under the same control:" a remark which, to us, appears equally applicable, and equally judicious, as relates to civil duties of the Ordnance of every description, if the *efficiency of the Service*, so expressly mentioned in their instructions, had not been held completely a dead letter by the Commissioners.

Mr. Stace, Storekeeper at Woolwich, being questioned on the scheme in vague, general terms, did not see any difficulty, provided the whole be "under proper arrangement:" a cautious condition, and such as might be expected from a prudent man unwilling to go beyond his own province. When asked matters of his own office, he answered more explicitly, and with the confidence of a man conversant with his duties, and informed the Commissioners that the stores of the Navy and of the Artillery Services, for garrisons or field sieges, are so applicable to each other in all their various parts, that it would not be advisable to separate them on any account whatever.

Although they despised all the main features of military efficiency, the Commissioners hearing from Mr. Stace that there were very few wag-gons in store, affected a great anxiety to remedy this deficiency against the next war. We shall find them reverting to it in the examination of Mr. Filder; and viewing it with respect only to transport for *sick and wounded*, they actually brought it into their report as a kind of bait for popular sympathy. On the general question of accumulation of stores, Mr. Stace reminded the Commissioners that war sometimes comes without much warning, and if some anticipation of war is not made, great mischief may arise, especially at foreign stations; he gave as an instance of the uncertainty of war supplies, the case of a quantity of artillery harness being delivered by the contractors on the 7th June, 1815, when no human foresight could have guessed that within one fortnight the battle of Waterloo would terminate the war, and throw the whole into a storehouse.

The return of ordnance presented by Mr. Stace of the store of artillery seems prodigious, till we call to mind the vast quantities of naval ordnance that must have been necessary to supply the loss by shipwreck and battle, besides wear and tear of 500 men-of-war, the number at one time in commission, and the innumerable accidents of transport, &c., which must occur to a stock of military ordnance employed in all parts of the world. Mr. Stace's return, including every kind of artillery in store, old, new, and experimental, of which last the detail is surprising, gives the following quantities:—



Brass ordnance, 1990 guns, 633 howitzers, and 276 mortars. Iron ordnance, 7385 carronades, 13,386 guns, 513 howitzers, and 233 mortars. The return of miscellaneous ordnance stores he likewise furnished is wonderful. To attempt even an abstract would be vain. We can only convey an idea of it by saying that it seems to comprise every imaginable article that the founders of a colony could demand for creating a civilised and fortified city in the midst of a barren desert.

Lieutenant-Colonel Ellicombe, Brigade-Major of Engineers, gave his decided opinion, "that the superintendence of Engineer officers over public works had been most beneficial to the Service, both on the score of economy and of comfort to the soldier. The comfort and system introduced in the barracks of the Duke of Wellington, and subsequently followed up by the other Masters-General, had been wonderfully improved since the transfer to the Ordnance department. On the score of economy, as far as the Engineer department is concerned, in keeping up the buildings, the cost was materially less than under the old system, both at home and abroad."

If the comfort of the soldier would have any weight with the Commissioners, we could inform them that no troops but the British would have endured some of the annoyances of the old barrack system. In some Irish barracks, it is well known that the supply of water was neglected to that degree, that the soldiers were compelled to purchase the water they used for culinary purposes.

Colonel Ellicombe made some good remarks upon the advantage of the system of Board of Respective Officers in the Colonies in avoiding that loss of time which must otherwise happen by continual references and explanatory correspondence with head-quarters.

Colonel Fanshawe, on being asked the general question on the proposed scheme of an Army Board, with a Colonel-General of Artillery to be one of its members, said, "Provided the Chief Commissioner be a high military authority he was not aware of objections;" but then he added, "it would be best for the Chief Commissioner himself to execute this office of Colonel-General of Artillery!" Colonel F. appeared to think it disadvantageous to the engineers themselves being employed in superintendence of barracks, though he owned it had produced economy as well as comfort to the troops. He differed from most of the other officers as to the Dublin Board of Respective Officers, which he considered might be reduced to the same footing as the Colonial Board, instead of being endowed, as at present, with greater power, and less often required to refer to head-quarters.

Sir T. Hardy was examined rather with the view of proving the beautiful working of the Admiralty Board than on any point of the affairs before the Commission. Sir Thomas considered it to answer, and that the business was not too much for its grasp. Sir Thomas, of course, spoke of facts as he found them. But it must be recollected that we are not at war just now, except as allies of the Isle of Dogs' men; and also that the Admiralty is only a Board in name, the business being in fact divided among the members independently, neither they interfering with each other, nor their chief with any of them. What would happen if they quarrelled, and began controlling each other a little? or if we were engaged in a real European war?

Mr. Eliot, Chief Clerk in the Master-General's Office, distinctly stated that the Master-General never had been a civilian, and he *did not think a civilian could execute the duties.*

The Board, not seeming to appreciate the value to an officer of his professional credit, inquired of Mr. Elliot in what way the Master-General can reward an officer, or how censure him? He naturally answered, that, as to the latter, he knew no particular means except the ordinary military modes of expressing disapprobation. Did the Commission contemplate the tread-mill for officers, or making them wear their coats turned inside out? Is censure no punishment to an officer and a gentleman?

Mr. Sargent, Agent for Commissariat Supplies, being asked some crude and vague questions as to the financial operation of their scheme, gave such conditional answers as might be expected. On coming more to his own department, he furnished some information which might enlighten the Commission, if willing to learn rather than teach; for instance, when they asked "if the Treasury does not in fact exercise *no control* over the accounts of the Commissariat?" he explained to them that the Treasury employs its subordinates in the Audit and Comptroller's Office to *examine* those accounts, reserving to itself the cognizance of any irregularity they may discover.

It must have amused Mr. Sargent to find himself called upon by the following statesman-like question to apply his mind to the first principles of colonial administration: "Might it not be reasonable to impose upon the colonies, for whose benefit the military force is kept up, the responsibility of finding *some treasurer* to provide the means to meet the demands of the various paymasters of the different military Services?" Mr. S. wisely replied, that he could not take upon himself to say whether it would be proper to impose such a duty upon the colonies; but assuming they *did not mind the trouble and expense*, he saw no objection to drawing on such treasurers as easily as on local bankers. [What will Mr. Roebuck and his Canadians say to this?] The examination of Mr. Sargent is continued much in the same idle strain, till we find at the end a question so much more to the purpose, that we infer it must have come from one of the military members.

"You have stated that you saw no inconvenience, if treasurers could be found in the different colonies to take charge of the military chests. What would you do in the event of a disturbance in the colony occasioning a movement of troops?" Of course, Mr. Sargent explained that he only answered as to the point of finance; adding, "for I by no means intended to imply that I thought such an arrangement would be advisable or free from much public inconvenience."

Sir John Byng's examination was as great a mockery as any. He was asked vaguely about the proposed new Board, and saw no objection. Not a reason or any explanation was desired or given. He was then solemnly asked, "Who furnish great-coats to the army?" and "Whether the Artillery and Engineer officers are not men of good education?" and so it ended. The object being gained of his name appearing as an evidence in favour of the scheme, they took care not to go into details which might have startled an officer of Sir John's experience.

Mr. Filder, who was a Commissary with the Army during the whole



Peninsular war, and one of those valuable public servants actually trained by the Duke of Wellington's own hand, during a most arduous course of service, might have afforded the Commission much important information upon all that part of their instructions relative to *efficiency of the Service*, which they appeared so entirely to have forgotten. Avoiding this, they asked him questions about that ill-conceived part of their scheme for uniting the duties of Commissary and Ordnance Storekeeper on Foreign Stations. Mr. Filder seemed to think this part of their scheme more feasible than the other evidence leads us to conclude. But his reasons and instances scarcely bore him out in his opinion. As to the efficiency of the late waggon-train carriages, Mr. Filder said, "the pattern was a bad one, except for transport of the sick." An answer, the reader will find, singularly mis-quoted in the Project of Report. We have here noticed it, both on that account, and because it is one of the very few occasions where the Commission adverted to the necessities of field service.

The Quartermaster-General.—A string of queries were sent to the Quartermaster-General about *his stores*—how kept? ~~how accounted for?~~ how issued? It is inconceivable that the Commissioners should not first have ascertained from one of their military members if these stores ever existed. The Quartermaster-General answered that he had no public stores of any kind in his charge, nor storekeepers, nor storehouses!

Everybody acquainted at all with such matters knows the Quartermaster-General has nothing to do with stores except being the organ through whom the troops make application to the Ordnance for tents and camp-stores in general, of the propriety of which application he is the judge and check.

Mr. March, of the Store Account Office, was questioned as to the responsibility of naval officers for ordnance stores, and of military officers of the Line for regimental equipment, in order, it should seem, to show by comparison that artillery officers are responsible only in the same way. The clear explanation given by Mr. M. only confirmed the wide distinctions which many officers had already stated between the two cases.

Mr. T. F. Kennedy was the first witness who, with apparent understanding of the Scheme, seemed of opinion that it might answer; yet he went so much beyond the questions asked him, that it is impossible not to view his reasonings with suspicion; nor did his opinion of the system of Respective Officers' Boards impress us with a favourable idea of his judgment. He said, "I cannot doubt that the system of conducting duties through 'Respective Officers' might be simplified, and that the individual responsibility of one officer of *talent and high character* might, at least in many cases, be substituted for the divided responsibility of the respective officers. Great as are the resources of the British Service both in character and talent, yet to provide an unfailing supply of the latter for every military station and colony might sometimes puzzle even the judgment of the New Army Board.

Mr. Booth, Clerk of Survey in Ireland.—The whole of the evidence of this gentleman, well known to the Peninsular officers as Commissary of Accounts at the head-quarters of the Duke of Wellington during the whole war, was so clear and well stated, that we regret our limited space



must prevent our doing it justice. As to the Ordnance civil business being separated from the military, and the latter put under the Commander-in-Chief, Mr. Booth observed: "To define accurately what is civil and what is military with a view to place practically each division under separate authorities, with any prospect of conducting either with advantage to the country, would be most difficult. By such a division the Ordnance department would be most injuriously disjointed, and it would lead to endless correspondence and discussions."

As to the Scheme of the Army Board under a civil chief, he pronounced it an unwieldy engine, which in peace must delegate important business "to inferior hands, and in war *would not work at all*; and that the Chief Commissioner, being removable at pleasure, would change with every government. Thus a country gentleman, a merchant, or a lawyer, might each in his turn execute in reality, though under another name, the great military office of Master-General of the Ordnance;" in addition (he might have added) to that of Commander-in-Chief, Secretary at War, Commissary-General, and several other offices.

Surely this would puzzle even that imaginary man of common sense, who, the Commission suggested to Colonel Maberly, might learn the ordnance business quicker than Sir H. Hardinge.

On the question of a larger establishment than necessary of Engineers being kept up on account of their barrack superintendence, Mr. B. observed, that "our Engineer Corps is already very small for war purposes, and that their being further reduced is a question not of barrack economy, but of general policy; and if you are to maintain any such corps at all, the making them available as superintendents of works is a financial control, upon the fidelity of which the utmost reliance can be placed at all places and all distances."

"Barrack business," said Mr. Booth, "can only be compared in Ireland to the providing of *furnished lodgings* for about 25,000 persons, belonging to a community whose services require that they should always be mere temporary and uncertain sojourners in any place." Could there be a wider field for extravagance, unless vigilantly watched by incorruptible inspectors?

Sir W. Gossett was asked some questions about responsibility of officers for stores, which he answered as satisfactorily as all had done before him. The Commissioners could not extract from him any approval of separating the civil and military branches of the Ordnance, still less of the Scheme of an Army Board, for he always came back to the necessity, in both cases, of a military man being the chief. He declared the engineer's superintendence of works not only produced advantage but economy to the Service. The respective officers in Ireland and the Channel islands might, he thought, be dispensed with, from the lately increased facility of communication by sea; but in the colonies he held them quite necessary.

L. Sullivan, Esq., Dep. Sec. at War.—Here we had one of the civil functionaries most conversant with military economy of any in Great Britain, called upon for his opinion of the Scheme of an Army Board and civil chief. He said "that on so crude a proposition he could not venture any general opinion, but confining his observations to his own department, made many excellent remarks upon the evil of any con-

consolidation, such as would divide the attention of the chief authority, or interpose those delays inseparable from the operation of an unwieldy Board, of which the head could not bestow the requisite attention together with the harassing duties of Parliament." The working of the War-Office he proved to be admirable, notwithstanding the extensive reductions made in that office since the war, amounting to about one-half of the persons employed (reductions, he it observed, made under the Tory administration). Mr. Sullivan explained "that the true principle of consolidating business is to abolish small offices, and transfer their duties to larger departments, which have charge of *similar* business; but to disturb and remodel those larger departments he thought every way injudicious, for where there are ancient offices of considerable magnitude, cheaply and well conducted, the best arrangement for economy, as well as efficiency, is to put into that office as much business as possible of *the same kind*."

He observed that the proposed Army Board would bring together in discussion *persons whose duties are no way common to both, or mutually understood*, and that the Chief Commissioner being *distracted* by too heavy references, would end in trusting too much to his subordinates. With a just knowledge of finance, Mr. S. observed that the Paymaster-General is a public banker, and to be of any value as a check, should be independent of the department drawing upon him; whereas they proposed to consolidate him into that department.

Lieut.-Colonel Burgoyne, Royal Engineers.—With this officer the Commissioners went over the usual ground as to Engineers' charge of stores, and those similar matters so frequently reverted to, as if to detect the officers they examined in a conspiracy to deceive them. On the notion of putting Artillery and Engineers under the Commander-in-Chief, he urged the great objection that the selection of officers for particular civil duties, according to their fitness and talent, could never be permitted to the civil branch, though very advantageous and easy in the hands of a military chief. On the superintendence of public works by Engineers, Colonel B. agreed exactly with Mr. Booth. "I do not argue," says he, "that is the cheapest possible mode of conducting public works, but that, as it is necessary for the state to maintain a military corps of Engineers, the public works cannot possibly be in better and safer hands than theirs."

As an improvement upon the Board of Respective Officers, he suggests to send round Inspectors, who would encourage new plans, and not adhering too closely to old routine, would give more energy to the Service, and be even a superior check as to economy. In this there may be some truth; but in distant colonies, where the Inspector's voyages and travels would be difficult and expensive, many objections would be found to exist.

Colonel Burgoyne concluded by protesting against the working of Boards in general, and argued with much ingenuity upon the superior advantage of absolute heads of departments; but he appeared in this abstract view not to recollect sufficiently the increasing democratic spirit of the nation, and the consequent tyrannical pressure upon individual responsibility which must inevitably cripple that energy he conceives it would promote and foster. Indeed he goes so far at last, though not



without apology, as to recommend an absolute and *military Minister at War*, uniting in himself all the offices proposed to be represented in the Army Board. It is a pity H. B. was not present to see Lord J. Russell's and Sir Cam's countenances at such a proposition.

It was upon the evidence we have now gone through that the Duke of Richmond prepared the Project of a Report, which, however, in consequence of his Grace's retirement from office, was never submitted to the discussion of the whole of his colleagues—an admission due to some of those colleagues, especially to one highly distinguished general officer, who could hardly have consented to a Report directly in the teeth of the evidence, and incompatible with his own military knowledge and experience.

The Project of Report commences by quoting the finance committee of 1828, upon the advantages of the general principle of consolidation; and after instancing advantages that have arisen from throwing the Barrack department, Storekeepers' department, and two other minor offices into the Ordnance, proceeds, with a pompous affectation of candour, to say—“Consolidation should have its limits where it trenches upon efficiency, incorporates to an unwieldy extent, or, by amalgamation, destroys the check of one department over another. These checks it must be the special care of any newly-formed board not to break down without providing something equally effective to that which they may destroy. We do not, however, consider an Army Board would be liable to any of these objections, more especially during a period of peace!”—(So, establishments whose whole object and intention is efficiency for war, are to be made only efficient for peace!)—and, in direct contradiction to the principle just announced, and to the numerous evidence examined, the Project of Report goes on to declare that the whole of the civil officers of the army may, without risk, be thrown into an “Army Board;” though it admits that the other notion of separating the civil and military Ordnance, and handing the latter to the Commander-in-Chief, would not work well; it denies the difficulty of creating one omnipotent board to supersede Ordnance and every other military department. To bear out the theory that a military chief is not necessary in mixed military and civil business, the Project, with childish pertinacity, denies the professional responsibility of Artillery officers for Stores, so fully explained by several experienced evidences, and on an isolated opinion of Colonel Fanshawe's, that barrack building is beneath the dignity of the Engineers, and on the sneering assumption that it is an art which does not require *much talent*, it puts aside all the evidence of the extraordinary advantage to the Service, and economy to the public, resulting from the superintendence of public buildings by gentlemen of scientific education, and suggests that the corps of Engineers, being no longer required to take the Barrack department, may be greatly reduced, *because we have so few fortresses*. Now is there any school-boy who does not know that the fortifications in our extended colonies are about double the number kept up by any European power? Above all, was not the scarcity of Engineers one of the chief difficulties in the commencement of the last war?

With incomparable inconsistency the Project of Report proceeds to say that “without underrating the evidence of the military men, yet



allowance must be made for early recollections and established habits," thus conveying a most unjust slander upon the honesty and candour so remarkable in the evidence of the officers of the Artillery and Engineers. One or two of them having said they foresaw disadvantage to this corps in being put under the Commander-in-chief, is taken by the rule of contrary, and without adducing one single reason, the Project of Report says, "We conceive the change would have a contrary tendency."

Affecting, however, a mock deference for the Artillery service, a General of Artillery is recommended as a substitute for the Master-General; and here is introduced a paltry flourish of regretting that the Artillery do not share the staff situations and places of honour and emolument of the Army. Give them promotion and they will thank you, but they are not such fools as to swallow a bait of this palpable sort.

" No, no,—of my condition take no care,  
We two have long been twain;  
I am not so unwary."

The Project goes on to advise throwing the Commissary ~~under the~~ new board, and amalgamating the duty of commissary and ordnance storekeeper at each colony—a measure in the teeth of all the evidence, both civil and military, on that head, and known to be impracticable in its detail.

Having now assigned our reasons, says the Project of Report (we should be glad to know where and when), for thinking that the War-Office, Pay-Office, Ordnance-Office, and Commissariat may with advantage be discharged under a Chief Commissioner and Board, we proceed to state what the Board should be, viz.:—1 Chief Commissioner—a Cabinet Minister; 2 General Officers; 3 other Commissioners; a couple of Secretaries, and an Accountant—the salaries 10,800*l.* in all.

An Army Board of *three* civil members, besides the Chief Commissioner, to counterbalance and nullify the *two* military members, being thus provided, it enumerates, in ostentatious form, the present functionaries of all the military departments, and shows their salaries to be 21,000*l.* The proposed saving is, therefore, 10,200*l.* We will here remind the reader that the expenses of the Peninsular war were far above *fifty millions!* Let any rational person consider how far a few thousands of salary, more or less, should stand in competition with efficient control over such an enormous sum.

As to how the business of the Army Board is to be carried on, the Project of Report does not so much as suggest a mode or system, merely saying that "all this will be best regulated by the Chief Commissioner as soon as the Board is formed"—thus suggesting the direct converse of the proverb "look before you leap." The financial duties of the new Board are treated with similar levity, the Project only condescending to name the Admiralty or the *present Ordnance Office* (the very office it proposes to destroy) as worthy of imitation. And here, for the first time, some apprehension appears "that in thus dashing forward in the full gallop of reform there may be that risk of confusion of which so many of the evidence had given warning;" but as a remedy against this danger, the Project recommends that the Departments should continue to act distinctly until next *April Fool Day*,—a well-chosen period for the Scheme to come into full play.

"Meantime," it says, "the whole of the accounts may be consolidated by opening a *grand central journal and ledger upon the principle of double entry.*" Was this from Hume's bright suggestion?

The Project next gives the Treasury some vague and irrelevant advice upon how to improve the keeping of public accounts; and to crown the absurdity, suddenly reverts to the evidence of Mr. Filder and Mr. Stace, about the store of field waggons for sick and wounded. Having scarcely, in a single instance allowed any weight to questions of warlike efficiency, we here find a ridiculous display of humanity, and a severe animadversion on the want of a store of carriages for sick and wounded. Even here, however, is a gross error, for Mr. Stace's objection to the old form of waggon was its unfitness for *convenient transport* of stores. And Mr. Filder said the "old pattern was quite inapplicable *except for carrying the sick*—a purpose for which they, therefore, answered in his opinion. After all, does Mr. Filder believe any army long on service, can use any other but the carriages of the country?

Such are the trivialities gravely dwelt upon, while rashly and desperately proposing to upset that whole organization by which the British army has reached its present extraordinary economy and efficiency. From first to last, the conclusions adopted in the Project of Report are at variance with the whole of the evidence. As to the questions by which that evidence was examined, they were mere arguments couched in interrogatory forms, and the insidious hints, artfully conveyed in some of them to excite discontent in one of the most distinguished branches of the Service, was unworthy of Statesmen. It would have been at least a bolder part to have declared at once—"We will at all hazards strengthen our hands by seizing the management of the Army, and making it a political engine. As we have by our Admiralty Board divided the Navy into Whigs and Tories, so will we divide the Army, and the political conduct of an officer shall be the test of his advancement."

Not daring to avow so desperate a purpose, and aware that the House of Lords are watchful guards over the military prerogative of the King, as well as a firm bulwark of the constitution, the Projectors of the Scheme attempted to gain their object by bringing forward as a mere remodelling of the system of military expenditure, the grand design of having, at the beck and call of the House of Commons, a *Civilian Minister of War*, with a Board so composed that he could always overrule by majority the two military members put in to save appearances.

As for the efficiency of the Service, what is that to them, so that it lasts their time? and if war does come, why the Chief Commissioner, once established, must take his chance how to flounder through his enormous responsibilities, liable, as he will be, to be dragged before Parliament, like a culprit, for every unsuccessful skirmish—to be blamed and called to account by the Humes and O'Connells of the day, for every musket lost, for every horse lamed, and all the details of responsibility hitherto borne by the various offices so admirably framed for mutual control in time of peace, and for that general economy, security, and energy so necessary in the conduct of war. The present Government seem to declare themselves above these considerations. "The army," they cry, "are against us, and we will, by

setting up this powerful Board, find the way to humble their proud spirits before us."

"Instamus . . . . . immemores, æcique furore,  
Et monstrum infelix sacra sistimus arce."

We here terminate our remarks on the Commission of 1833, and the Project of Report, reserving for the next month our comments on the Commission of 1836. If the patience of the reader has been almost worn out, it must be our apology that without giving a summary of each individual evidence we could not have exposed the direct spirit of contradiction to the whole tenor of the evidence in which the Project of Report was framed.

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A VIEW OF OCCURRENCES IN THE NORTH OF SPAIN; FROM  
NOVEMBER TO FEBRUARY LAST.

BY AN EYE-WITNESS.

THE great interest which the protracted and sanguinary struggle in Spain has excited, together with circumstances of a private nature, induced me some months ago, to visit the provinces of Guipuscoa, Navarre, and Biscay; and I accordingly left England for that purpose, early in the month of November of the last year, in company with two other Englishmen.

The tedious journey from Calais to Bayonne has been so often narrated by travellers, that it is needless for me to make any observations; suffice it to say, therefore, after the usual annoyances every one experiences in "diligences," we reached the latter place without meeting any obstacle. Here, however, (as every foreigner, by the regulations of the French government, is obliged on arriving at any sea-port, or frontier-town, to present himself before the local authorities and produce his passport, depositing it in their hands, and receiving another for any place in the kingdom he may specify,) we came more particularly under the cognizance of the police, and the consequence was, the failure of one of the party in proceeding further, he having been recognised as a partisan of Don Carlos, and precluded from obtaining such a passport as might have enabled him to cross the frontier; he made the attempt, however, by endeavouring to do so without one, but failing, and falling into the hands of the gens-d'armes, was marched back a prisoner to Boulogne. Through the agency of one in the interest of the Carlist cause, myself and other friend were allowed to proceed to Endaye, from whence we were ferried across the river to Irun by a notorious old smuggler, who was well satisfied on receiving a napoleon for his trouble.

At Irun a delay of four days took place, in waiting for articles purchased at Bayonne, and which could not be carried on our persons. This, however, enabled me to observe at greater leisure the means taken for the defence of that place and Fuentarabia.



Every one acquainted with Spain knows that the Bidassoa divides that country from France, and that they are connected by a bridge thrown across it, at Behobia, and which, in times of peace, is the direct road from Paris to Madrid.

The whole of the country from the bridge to Vera, is (with the exception of a small portion) in possession of the Carlists, who have, by some unaccountable omission, or I might say fatality, allowed the Christinos to occupy the opposite side of the river over which this bridge passes; whereas, if they had taken possession of, and held it in force, they might have effectually prevented any succour being rendered through the French territory for the reduction of Irun. During the period of my sojourn in the provinces, many applications were made by an excellent French officer, for a small body of men, who pledged himself to drive the enemy from this desirable position; but they were, unfortunately for the cause, fruitless. I look upon this point, therefore, as the most favourable for an attack on Irun, should the French government permit the march of the Christinos through its dominions. In such a case, I see nothing to prevent the fall of Mount San Martial, and consequently that of Irun; the former looking into it, at the distance of twelve or fourteen hundred yards. It appeared very evident, that the necessary precautions against a surprise from this point had not been taken by the Carlists; as they have confined themselves merely to cutting deep and wide trenches across the main road to Irun from the bridge, leaving the passes by the mountains undefended by a single gun.

The town has been put into a tolerable state of defence; having four gates to the principal approaches, over which are platforms for infantry, with a sufficient height of wall to protect them. The houses are built of solid masonry; and those sides which face outwardly, and form the walls of the town, are, where there are windows, barricaded with plank two inches and a half thick, loopholed for musketry; and where there are none, similar openings are made through the mason-work, for a like purpose. Every house, therefore, thus situated, has the means of defence within itself. Three of the gates are closed at sunset, the other at nine o'clock.

A few paces on the left of the road from Irun to Hernani, a circular battery has been erected on a small hill, which I believe was occupied by the English, in a similar way, during the Peninsular war. It is surrounded by a ditch, and mounts eight or ten guns, two or three of which form a cross fire with Fuentarabia. The construction, however, of this work is bad; between the embrasures a covering has been run up for the protection of infantry, and as this is composed of thick uprights and rafters, besides being tiled, it must operate against the besieged; inasmuch as the splinters from it are likely to cause greater destruction than the fire of the enemy otherwise would occasion. By this foolish system, therefore, the benefit to be derived from this field-work is greatly diminished; the magazine also is badly constructed, and the glacis not sufficiently sloped, so that if the enemy can get within two or three hundred yards, not a gun can be brought to bear. The ordnance is bad likewise, many of the pieces are honeycombed, the vents enlarged enormously, some have had their trunnions knocked off, and others substituted in such a way, as to render their being much used, more injurious to the besieged than the besiegers. Notwith-

standing all this, however, nothing can exceed the confidence of the Carlist soldiery; they consider themselves invincible, and their fortifications impregnable. A small regiment of about 400 men only is stationed here, but this can be greatly reinforced in a short time. Here is a foundry for cannon; many gun-carriages are also constructed, the workmanship and strength of which are well adapted for the country.

Fuentarabia is the remains of a regular fortification; its weakest point is towards the sea; but here nature has greatly assisted it, the reefs and shallows running out to so great a distance as to render landing a measure of great danger. This circumstance also much adds to its safety from bombardment by men-of-war, as no vessel of any great tonnage can run sufficiently close to effect it without imminent risk. There are but few guns mounted; they are now, however, placed very judiciously, and as there are furnaces for red-hot shot for two twenty-four pounders, much may be expected from good practice. Fuentarabia, if its garrison is staunch, cannot now be reduced but by a regular siege. It at present contains six months' provisions, with ammunition of all kinds; and I have reason to believe, as the Commandant is known to be a desperate and resolute man, will be defended to the last extremity. There are two or three advanced posts, which must be carried, supposing the attack is made on the land side, before the main one can be invested.

Delay being now no longer necessary, I proceeded on my route to the royal quarter, through Hernani, Tolosa, crossing the mountains to Ascoytea, Azpeitia, and Eybar, reaching Durango on the morning of the third day. As this journey was performed on foot, and the weather delightful, I had every opportunity of observing the country, &c., than which nothing can be more magnificent, or (judging upon it in a military point of view) more capable of defence. The cultivation in many parts is carried up to the mountain's top, and the peasantry are industriously employed in tilling the ground, men, women, and children alike taking the labouring oar. All seemed peaceful and serene, completely at variance with the ferocious and sanguinary contest which might shortly desolate their fields, and hurl destruction upon their cottages. The degree of content and satisfaction these poor people evinced, with the full knowledge which they must have had of the struggle in existence, and the utter fearlessness of success on the part of their enemies, would have created much surprise, had I not seen the strength of the country, on which, of course, their sense of security depends. Indeed, I may safely aver, there are not one hundred yards of the whole distance from Irun to Durango which may not be made available to annoy an enemy, and effectually prevent his advance.

At Azpeitia I visited the celebrated convent. It is a most superb building, and would deservedly rank, if complete, amongst the first in the country. The altar-piece in the chapel is one of the most elegant specimens of inlaid marble I ever beheld; the whole of which the neighbouring mountains yielded. As I did not visit the lines in front of San Sebastian, or the defences of Hernani, on my way to the royal quarter, I suspend any remark until my return thither a short time previous to quitting the provinces.

At Durango I fell in with two of our countrymen, who had been some days delayed there, for the purpose of being presented to the King.



The introduction which I had to the bishop of Leon, and some other influential persons about the court, not only obtained me the necessary audience, but I believe was also the means of expediting their wishes on the same point. A day was accordingly appointed for the presentation, when we were received most graciously, and obtained permission to proceed to Bilboa, which we were apprehensive would have surrendered ere we joined the army. On the 26th November, however, we reported ourselves to the Commander-in-chief, nearly a month before the unfortunate retreat took place.

The particulars of the last investment of Bilboa having been detailed in the United Service Journal for April, by one who was present during the whole of the period, I shall confine myself to what came under my own personal observation from the time of my arrival before it.

I found the batteries silent, in consequence of the army of Espartero hovering in the neighbourhood; part occupying the heights immediately opposite to Portugalette, and the remainder posted between it and the convent of San Bosania. In a few days, however, Espartero again drew off his troops, and the batteries once more opened.

It may be here necessary to explain, that in consequence of the scarcity of ordnance on the part of the Carlists, whenever the enemy appeared in force, most of the guns were withdrawn from the batteries, and placed in position on the heights. On their disappearance they were again brought down, and placed as before; meanwhile the operations of the siege, so far as concerned these batteries, necessarily ceased.

From time to time I was in all of them. The officers and gunners were mostly French. Ammunition was but scantily supplied: often the fire was suspended from want of any; indeed great part of the shot was obtained from the Christinos, every soldier or peasant receiving so many reals, according to the number brought in. It is much to be regretted that Don Carlos should have issued positive orders not to fire upon the city; for the numerical strength of ordnance so greatly preponderated in favour of the Christinos, as to render that of the Carlists of little avail. There were at one time sixty pieces opposed to eighteen.

After the lapse of a few days, Espartero again made his appearance, throwing a bridge of boats across the river, and taking up his old position in front of Portugalette, reinforced by three or four thousand bayonets: and once more were most of the guns withdrawn from the siege and taken up to the mountains.

Eight or nine days elapsed without a movement on either side. At last, on the 23rd December, Villareal came to the determination of acting on the offensive.

The morning of the 24th December, 1836, opened with squally weather, accompanied by snow. The necessary dispositions were notwithstanding made, and a force pushed across the rivulet which divided the belligerents, by the bridge of Assua, the extreme right of the Carlist position. Goni commanded the right, Guergue the centre, and Sanz the left. The action had commenced, and everything was going on prosperously, when unfortunately the Commander-in-chief was induced to sound the retreat, considering the operations could not be continued, the snow falling heavily at the time, with a strong wind directly in front of the troops. This lamentable event turned the fortune of the day; for there is no doubt from what I afterwards heard, that Espartero



upon being pressed, would have been panic-struck, and speedily retraced his steps, he not being very largely gifted with the organ of combativeness.

On the morning of this day I had as usual visited the whole of the positions, from the bridge of Luchana, the extreme left, to that of Assua, the extreme right; and, as I took the mountain passes, experiencing no difficulty in the progress, I should have imagined the troops would have been equally fortunate. Indeed, if the Christinos at four o'clock of the afternoon of the same day, after a continued fall of snow, could attack the Carlist positions with success, the latter at eight o'clock of that morning might have effected their purpose, with a better prospect, on their enemies. By the time I had gained the crest of the hill, the columns had returned to their bivouacs, and all was quiet.

On reaching the height above the bridge of Luchana, I observed several trincadores (gun-boats) advanced considerably higher up the river than usual. I drew the attention of the field-officer commanding the post to this point, observing that I thought he had better send orders to the battery below to disperse them. He however treated the matter lightly, adding that the enemy had already commenced a retreat, pointing to a body of men on the other side of the river. This force eventually turned out to be that which annoyed the Carlists so much, by occupying the houses on that side, and of course taking the battery of Luchana in flank.

I returned to my billet in Oliviaga about three o'clock P.M., and at four I heard some random musketry, which I at first took to be an affair of pickets only; it, however, continued to increase; and at six o'clock I learned, to my utter astonishment, that the passage of the bridge had been carried. This point, which was assuredly the key to the positions, was unluckily at the time occupied by two companies of the 6th Biscay. My young friend happened to be with Lord Ranelagh when the firing began; they both immediately repaired to the spot, but the object had been effected previous to their arrival. Lord Ranelagh with another Englishman, with that undaunted courage which had so often before been most conspicuous, without losing a moment, seeing a chance of recovering the bridge, put himself at the head of about thirty men, urging them to follow him with fixed bayonets; but their own officers skulking, the men hesitated, and the moment was lost.

The attempt certainly would have been crowned with success, as the Christinos were undecided as to their movements. Thus, by the cowardice of a few individuals, and the circumstance of this essential point not being protected by long-trying troops,—for this very regiment had behaved far from well on other occasions,—Bilboa was lost.

The Christinos having made good their landing on the Carlist side of the bridge, by means of the very trincadores I had noticed in the morning, lost no time in throwing planks across it, (the centre arch only being destroyed,) thus allowing their main body to penetrate the position also. The opposition offered here now amounting to little or nothing, the Christinos ascended the heights, pursued their good fortune with alacrity, turned the left flank of the Carlists, and succeeded in effecting their object, as has been detailed in the last Number of this Journal.

The retreat, which was wholly unlooked for, was conducted with so

little order, that had Espartero displayed a particle of good generalship, the army must have suffered severely. Fortunately for the Carlists, and for us Englishmen more particularly, the Christinos were so well satisfied with the unexpected advantage which they had achieved, that no pursuit took place, and each accordingly pursued that route most likely to lead to a place of security.

I had been on the Bandeiras all night, and when the retreat commenced, fully expected it was solely for the purpose of taking up a fresh position, the nature of the ground being such as to admit of every inch being defended; and it was not until hour after hour had passed, I found to my extreme mortification that all which had been so dearly purchased was relinquished without a struggle.

When the natural strength of the positions held by the Carlists is taken into consideration—positions which, with 5000 men, might be maintained against a force three times that number,—I cannot reconcile it to myself, even now, that treachery was not used. As for the excuse of a surprise, surely it is no feather in a general's cap to be compelled to admit it.

The loss of the Carlists was comparatively small—not more than 1000, including the casualties at the batteries, &c.; that of the Christinos was much more severe. Fifteen pieces of artillery (eleven of which had been taken from the Christinos in previous engagements) were captured. Of all the ordnance only one 24-pounder, one 13½-inch mortar, two 5½-inch howitzers, and three 8-pounder field-pieces were saved. The commissariat was more fortunate. The weather was tremendous—the snow in most parts four feet deep, and where it had drifted in the mountains twice that depth. With such difficulties to contend with, some credit is due for saving even this small portion.

Whether Bilboa has benefited much by this relief is questionable, as the Christinos, I understood, committed all kinds of excesses; destroying effects, plundering houses, and robbing individuals. The inhabitants too late found that the entry of the Carlists would not have been attended with a greater extent of injury. As to any indiscriminate massacre which they might have anticipated, I am fully satisfied nothing of the kind would have occurred, and I rejoice at the opportunity of declaring that, from undeniable facts, Don Carlos is anything but the cold-blooded tyrant, despot, and oppressor, which those who do not know are made to believe him.

About two o'clock of the afternoon of the 25th of December I reached Bermio, a small town on the sea-coast, about twenty-five miles from Bilboa, after a fatiguing march over mountains, at any time harassing, but when covered with deep snow doubly distressing. Here I found many fugitives, the Infante and suite amongst the number, who had taken this roundabout way to Durango, apprehensive, I suppose, of a pursuit on the direct road to that place. Ignorant of the country at that time, and no orders being issued to rally upon any given point, I proceeded the next day to Guernica, where I very fortunately found the head of the department to which I was attached; all was consequently right again. This place has but a small garrison, and is otherwise undefended.

In a day or two I proceeded to Durango by the mountains, where I had the satisfaction of meeting all my English friends; several, like



myself however, with nothing but what we stood upright in, having lost the whole of our baggage at Bilboa.

During the short time I had been with the Carlists, I saw quite enough to convince me that foreigners were looked upon with an evil eye; this, together with other matters which transpired afterwards, determined me to take the first favourable opportunity of quitting the country. It did not, however, happen for some time. Meanwhile I was directed to repair to Irun and Fuentarabia, from whence I was ordered to Hernani.

Hardly six weeks had elapsed since I had left the two former towns, yet I found them considerably improved in point of defence; many positions had been taken up on the Fuentarabia side, and several pieces of cannon planted; a better disposition also had been made of the ordnance stores, and the several batteries assumed an appearance of not being in such ignorant hands as formerly; each gun was supplied with 120 rounds, the cartridges tolerably secure in expense magazines, and the whole bore an aspect somewhat more like what I had been accustomed to see elsewhere.

The Spaniards have an idea, than which nothing can be more erroneous, that the best situation for guns is the summit of lofty mountains, which they never fail to carry into execution where they are sufficiently accessible to allow of their being conveyed thither, never considering that such a plunging shot, unless it strikes the object, is totally lost in the grave it makes for itself. In Fuentarabia there is an immense strong building (bomb-proof), designated by the name of, "The Castle," which has stood the ravages of ages, and whose height is very considerable: on the very top of this building, all the disposable cannon had been placed, leaving the lower works without a single piece, although not more than twenty or thirty feet above the level of the sea. The ordnance was distributed in this manner the first time I visited Fuentarabia: now I found it altered; only one piece had been left on the building, the others were judiciously planted in various parts beneath. This, however, was not executed without considerable difficulty; but the commanding-officer of artillery being a Frenchman, known to be a good officer, and withal a resolute and determined character, at last carried his point, and I was much gratified to see such a material change for the better had taken place.

After remaining at Irun for three or four weeks, I repaired to Hernani, arriving there the beginning of February of the present year. The meditated attack upon the Carlist lines and this town, from San Sebastian, was then daily expected, and had it been made on the 8th or 9th of February, many of the obstacles which afterwards presented themselves would not have been an impediment. The time, however, which was permitted to elapse was made the most of; the convent outside the first barrier, midway between the roads leading to San Sebastian and Irun, was placed in a state of defence, and guns planted so as to command both; the Oriamendi hill, about one mile and a half on the high way to the former city, was fortified, and the chain of mountains connecting it and Retenia thronged with troops, quartered in the several farm-houses; from the Oriamendi, continuing on to the advanced post on the road leading to San Sebastian, strong traverses were thrown



up for infantry, presenting an imposing appearance; many of the mountains, also, had defences of the same nature, parallel to each other, to their very summit; and every other means were resorted to which their limited ones would admit of, to render the approaching conflict ~~fatal~~ to their enemies.

As at Bilbao, I seldom suffered a day to pass without going round the several posts, and each one convinced me they could not be carried without great superiority of numbers, and much loss of life. The event has justified my opinion; for that the Christians possessed this superiority in the first part of the affair which has recently taken place, aided by an immense one in the powerful arm of artillery, cannot be disputed. The result of the first few days, therefore, is more than counterbalanced by the abandonment of most of the advantages obtained, and the being compelled to retreat to the same quarters they had occupied previous to breaking ground, on the appearance of the Infante Don Sebastian, with his battalions, which, united with those of Guibelalde, did not even then exceed the number which had left San Sebastian with the avowed ~~purpose~~ of putting every one who resisted to the sword, and exterminating root and branch the "Facziosos." The only point gained is the possession of Ametzegaña; but as the Carlists never considered it of any importance, it remains to be proved whether it will be turned to advantage by those who now occupy it.

On the 24th of February, I was witness to a scene which made my blood run cold. On the morning of that day I was called to the window of ~~my~~ quarter by a more than usual noise. On looking out, I perceived it was occasioned by the arrival of an escort with four prisoners, whom I ~~immediately~~ recognized as belonging to the British Legion. On reaching the quarters of the Commanding-General, all doubt vanished. I trembled for the fate of these unfortunate men, knowing they were in the power of one to whom mercy was a stranger. I determined, however, to do all in my power to save their lives, and for this purpose consulted with several officers of the Staff as to the method most likely to succeed. I found the strongest inclination on the part of all, but more particularly on that of Colonels Vial and Save, to forward my views. I was recommended to request a pass to proceed to the royal quarter, then only a league distant, they assuring me the King would attend to my entreaty to spare their lives. I lost no time in doing this; but before I could leave Hernani the order for their execution had been given. The names of these unfortunate men were—Nicol Cunningham, a Catholic; Robert Donaldson, Walter M'Gregor, and Donald Maclean, Protestants, of the 6th Scotch, commanded by Colonel Ross.

The history of these poor fellows was as follows:—They had gone out, unarmed, from their quarters that morning, for the purpose of cutting wood, and wandering farther than they ought to have done, were made prisoners by a party of the Carlists. They solemnly declared *they had been kept in ignorance of the Durango decree*; that they had only enlisted for one year, at the expiration of which time they demanded their discharge, which was refused; that seeing many of their comrades, similarly situated, imprisoned, they, rather than undergo the same punishment, consented to serve longer,—and hence

their melancholy fate. I need not say with what anguish I took leave of them. I afterwards learned they met their doom with becoming fortitude and resignation.\*

In a former part of this paper, I have truly described the King as a most humane man. Had he been his own master, the Durango decree would never have had existence; but, it must be recollected, he is, for the present, at the mercy of others, and, consequently, compelled to act according to their dictates, rather than those of his own conscience. I am satisfied in my own mind, if left to himself, no delay would take place in repealing this sanguinary measure of retaliation.

With respect to the state of the country, and the feelings of the inhabitants, as far as I could judge, the former was far from being in that impoverished state as represented by some: the daily markets in each town are well supplied with every necessary of life; those on the Sunday, particularly, abound with bread, fish, flesh, fowl, and vegetables, and are thronged with purchasers. I had also an opportunity of seeing the periodical sale of beasts, of which there appeared to be no scarcity.

It is impossible to describe in too strong language the devoted enthusiasm with which the whole population is imbued: it is concentrated into one common focus—the protection of their rights and privileges—and for them they will contend to the last drop of their blood. The utter fearlessness displayed on more than one occasion, particularly in the late affair, when, exposed to the murderous fire of artillery, they recklessly rushed on, singing their national air, proves this beyond the possibility of doubt. The detestation in which the British Legion is held is proverbial; man, woman, and child alike seem sworn to destroy them. Towards the British Marines a totally different feeling is entertained: the Carlists know they act according to the orders they are forced to obey, and respect them accordingly.

It is much to be lamented that there are not more officers of talent with the Carlists, for there are no men in the world capable of making better soldiers than those of the provinces; the privations they undergo; the marches they surmount; the little with which they are satisfied, and the activity, energy, and obedience which they evince, form the ground-work for the best troops.

Of all the Generals, Moreno, now the chief of the Infante's staff, is said to be the best; but he is far from popular—his appointment caused some discontent, and no little jealousy.

Villareal is a brave man, but quite incompetent to the office of Commander-in-Chief. He has been known to remain passive on the field of action for hours, without issuing a single order—in fact he is little better than a target.

Casa Eguia, upon whom the siege of Bilboa devolved, is an irritable old man, unfit, in my mind, for any active military occupation: the many advantages he suffered to escape at the siege, fully evinced he was out of his element.

On my leaving the provinces, Gomez was under an arrest at Mondragon, preparatory to his trial before a military tribunal. Notwith-

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\* The "liberal" newspapers stated that these unfortunate men were mangled and mutilated in the most cruel manner. I positively deny this: as I saw the bodies before they were committed to the earth, and nothing of the kind had been done.

standing the general cry is now against him, I cannot but consider him as a most enterprising character. He left the provinces with 4000 men; he traversed the whole of Spain with impunity; he returned with 6000, 1000 horses, and 45,000 dollars. The general hope at the time of his re-appearance was, that he would be appointed to supersede Villareal. That an officer must be endowed with some talent, after performing what he did, admits, I think, of no doubt. Whether he was guilty of disobedience of orders, or converting plunder to his own use, remains to be proved.

In the appointment of the Infante, much good policy has been shown—the soldiers eagerly desired it. The success he has met with, and the enterprising manner in which he has followed it up, leads to the expectation of his becoming a second Zumalacarregui.

My firm conviction is, and it is formed from personal observation of the natural strength of the country, and the manifest disposition of its inhabitants to repel all invaders, that these provinces can never be subjugated, and that any farther attempt by the Anglo-Christinos from San Sebastian, even supposing the Spanish Generals are inclined to co-operate, (which I doubt greatly, as nine-tenths are in favour of Don Carlos, and only wait a proper opportunity to evince it), will only tend to tarnish the English name more and more, by the destruction of all the plans concocted to accomplish their purpose.

Spain, however, is an intricate puzzle, no one can calculate forthcoming events for a single day.

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\* \* \* The foregoing narrative, by a party fully capable of appreciating the *materiel* and appliances of an army in the field, exhibits so humble a view of the *moyens militaires* of the Carlists, and shows so strikingly the deficiencies and difficulties under which they have carried on and still continue the contest against an overwhelming superiority in all but spirit and *morale*, that our wonder is increased at the stand they have made, and the successes they have achieved. Assailed upon all sides by troops completely equipped and provided to profusion with all the supplies which the misapplied resources of this country can furnish—battered by the finest Artillery which any European Power can boast, with scarcely any other means of reply than a few honey-combed and amputated pieces, plucked up from the quays where they served as posts, this extraordinary people not only stand at bay, but make head against their numerous and formidable foes. Congenial in the manly characteristics of a free race, the Basques, in their present struggle, are entitled to the best sympathies of Britons; while the latter, by a revolting perversion of policy and feeling, are hounded on to the slaughter and persecution of their fellow-freemen!—ED.



## THE KAFFIR WAR.

## No. VI.

On the 2nd of May the camp on the Tsolo was broken up, and the troops marched to the Dabakazi, a day's march from the Kei, there to wait the fulfilment of the treaty, viz., the payment of the first instalment. On the march we perceived some Kaffirs approaching us, who turned out to be Bokoo, Hintza's brother, and his suite, who, having heard that Hintza had made peace, was coming to join him.

Shortly after Bokoo's arrival Sir B. D'Urban received a report from Colonel Somerset that the Kaffirs were murdering the Fingoes in every direction, at which his Excellency's anger was much excited, (it being one of the articles of the treaty that the Fingoes, having been received as British subjects, should be treated as such), and he ordered the chief to take immediate measures to put a stop to the massacre; which they, becoming fully aware of the risk they incurred by sanctioning it, effectually did.

Hostilities were to cease on the payment of the cattle; but Sir B. D'Urban, wishing to relieve the people from the scourge of war, and at this time not doubting the good intentions of Hintza, had caused them to cease on the conclusion of the treaty, and thus enable him (if he was so inclined) the more easily to collect the cattle.

After our arrival at the Debakasi, which was near a deeply wooded kloof, the officer of the piquet reported that numerous armed men were creeping into the camp, and collecting around Hintza's tent; whereupon Colonel Smith went with the interpreter and requested Hintza to order all his people above a certain number (30) to withdraw—he refused. “Then let them lay down their assagais:”—he refused; and his people beginning to handle their arms, the piquet was ordered to wheel up in front of them, at which they immediately complied. That night Hintza had planned his escape (as was afterwards proved), and indeed this circumstance only tended to confirm the suspicions which had arisen in the minds of many of the officers from his shuffling manner at the commencement of the march.

As, from the state of excitement which prevailed throughout the country, they were in danger of their lives, Capt. Warden, an active and intelligent officer, was dispatched, on the 23rd of April, with fifty men to Clarkebury, a missionary station beyond the Unguala river, about fifty miles from Butterworth; and on the 5th May this officer returned with the missionaries, traders, and their families—about 100 English people of all ages and sexes, with all their property, consisting of nineteen waggon-loads, and some hundreds of sheep and cattle, together with above 500 natives belonging to the different stations, who, from attachment to the missions or from dread of the Kaffirs, had accompanied them. These persons, along with the Fingoes, to the number of 6000, and the captured cattle (20,000), were given in charge of Colonel Somerset and the 2nd division, and forwarded to the colony. While the Commander-in-Chief, having thus disencumbered himself of all unnecessary impediments, on the 8th May broke up from the camp on the Dabakazi, and moved down the bank of the Kei; where, on

the morning of the 10th, in presence of the division drawn up under arms, and of Hintza, his son, and Bokoo, he, in the name of his Majesty, took possession of the country between the Keiskamma and Kei, and proclaimed the latter river the boundary of the colony. Hintza was informed that in consequence of his want of faith in not fulfilling the treaty—(we had waited nine days, and instead of 25,000 head he had paid but thirty)—his Excellency had come to the determination of taking him, as a prisoner of war, across the Kei. At that he appeared very disconsolate, and addressing Colonel Smith, said, “My father, take some troops, and, as I have often asked you, accompany me; my people will soon obey me, and your country’s cattle shall be returned.” Colonel Smith requested his Excellency to allow him to do so. But at first the Governor was unwilling, being now more alive to the treachery of the chief than the Colonel was, and suspecting that he had some insidious motive for his request; but being pressed by the Colonel, who pleaded Hintza’s asseveration that his presence was necessary amongst his people to induce them to collect and restore the cattle, he consented, and at the same time the head-quarters crossed the river.

Colonel Smith and Hintza were ascending the hills above the Kei, with a force consisting of two companies of the 72nd Highlanders, three companies of Hottentots, sixty Cape Mounted Rifles, and fifteen of the corps of Guides—about 450 men. Hintza was understood to be the guide of the expedition, which accompanied him at his own request, to enable him to collect the cattle; and on gaining the top of the hill he had a long conversation with the Colonel. He asked Colonel Smith, “Are you going to make war upon my people?” The reply was, “No, Hintza; I shall not molest your people as long as they are peaceable. I am with you to enforce your orders; but you must not attempt to escape—if you do you will be shot.” His answer was, that “he had no intention of escaping, as his having left his son in the camp would show.” Colonel Smith replied, “Very well—but mind, if you attempt to escape, you will be shot. The cattle of our people being recovered, you are free, be it where it may.”

Hintza appeared fully satisfied and happy, and rode at the head of the column all day, the corps of guides near him, as he was specially given over to their charge. On that evening (10th) we halted within six miles of Butterworth, a little before sun-set; and Hintza, seeing two Kaffirs approaching the bivouac, driving some cattle, sent one of his attendants to them, and it was afterwards discovered that one of his horses was missing, nor would he give any satisfactory account when asked the reason; but the real purpose was, to drive the country in the direction he proposed conducting us, and to a particular pass, where he hoped to make his escape.

The next evening (11th) we saw a herd of cattle driven in the direction of the Bashee; but it being dark we could not take any measures to stop them. When we halted Hintza became very communicative, and told us to march when the moon was up, and we should soon have more cattle than we could drive, which were “very fine, but very troublesome.” We accordingly resumed our march at twelve o’clock at night on the 11th, and continued *en route* without a halt until eight o’clock next morning (12th), when we halted to refresh ourselves—every one beginning to feel fatigued—at a small stream called the



Guada. Here the country becoming precipitous and intersected with deep ravines, the foot-sore and wearied men were left with the waggon, and at ten A.M. we continued our march, taking three days' rations, and pursued the track of the cattle towards the mountains contiguous to the course of the Bashee. Shortly after leaving the waggon, Hintza asked leave to send on Umtini, his counsellor, under pretence of taking a message to the Kaffirs, who were driving their herds before us, to tell them to stop, and that they would not be hurt, that we only wanted the colonial cattle. Colonel Smith complied; and Umtini departed with one attendant, promising to return before dark. At his departure Hintza was delighted, and a smile of exultation was visible, plainly showing his intentions, if we had not been blind, or rather had not put such implicit confidence in him.

About an hour afterwards we came to a river, the Kebaka, and halted for a few minutes to collect the men and breathe the horses. In our front was a chain of mountains running to the northward, and it was evident that cattle had been lately driven over them. To the left the mountains were void of bush, grassy and steep, and the country around them appeared open. To the right the path led up a very abrupt steep hill, rocky and covered with bush, which extended from the top of the hill to the banks of the river, where it became higher and more dense. On arriving at the foot of this mountain, Colonel Smith asked Hintza which path he should take? The answer he received was "The cattle to the left are lost to you—you must take the path to the right, and you soon will be in possession of more cattle than you can drive." The path was so steep and narrow that every man dismounted, except Colonel Smith, and at the commencement of the ascent not more than two men could ride abreast. Hintza was in the centre, leading his horse, which he had led all the morning; when about half-way up the mountain, he suddenly pushed past on horseback with his two attendants to the front, and two officers of the 72nd Highlanders, who observed it, remarked that it was a very favourable place for him to make his escape, and were on the point of stopping him, when they observed some of the Guides in front.

We were now near the summit, where the bush was very thick, and the path so narrow as to admit of only one man at a time, when Hintza watching his opportunity, and seeing that the troops were some yards in the rear—Colonel Smith being the only man in front—made a dash and galloped past him, but being stopped by the bush was forced to return into the path, when Colonel Smith calling to him, he stopped, and the corps of Guides coming up, he rode quietly along, a little in front of Colonel Smith. On gaining the summit, the Colonel observed that he had got on an open tongue of land descending with a gradual slope to a turn of the river Kebaka, and running nearly parallel with it, until the tongue lost itself in the flat which lay on the banks of the river, about two miles off. The bed of the river was steep and wooded, and many Kaffirs were on the hills around, as also on the opposite side of the river. While looking back at the slow and tedious ascent of the troops, he heard a shout of "Look, Colonel!" and turning beheld Hintza galloping in front and many yards ahead. Fortunately Colonel Smith was well mounted; so putting spurs to his horse he made a violent effort to overtake the chief, which was not an easy task, as Hintza's horse was a



very good one and perfectly fresh.<sup>t</sup> Before Colonel Smith's horse was at his speed, Hintza had gained a hundred yards' start, and hearing his pursuer calling to him, kept urging his horse to its speed. Finding that mild measures were useless, and resolved that this treacherous savage should not escape if he could prevent it, Colonel Smith levelled one of his pistols at him—it snapped; the other played its owner the same trick; and thus the Colonel was alone with this athletic savage without any arms, while Hintza was provided with his assagais, seven in number. This race continued for some time, until Colonel Smith finding he was nearing him, lifted his horse up and struck the chief on the head with the butt-end of a pistol; but this only had the effect of making him redouble his efforts to escape, at the same time lunging at the Colonel with his assagai. They continued thus galloping, and Hintza was again a-head, and nearing the river. Colonel Smith had dropped one pistol, and thrown the other at the chief but without effect, and seeing many Kaffirs running to the river to meet him and aid in his escape, he had recourse to his sole means of assailing him, namely, by riding between him and the river, so that when he turned the two horses should come in contact; by this measure he got up to Hintza, and put his left hand on his bridle; but Hintza stabbing at him with his assagai he was obliged to desist, and seeing the chief again passing, he caught him by the throat, and twisting his hand in his kaross, dashed the savage to the ground. Hintza jumped upon his legs, and threw an assagai at Colonel Smith, whose horse, being blown, was unmanageable, and ran away with him into a Kaffir village, where he stopped him by riding him against a hut. In the meantime Hintza, making a turn to his right, ran towards the river, closely pursued by Mr. Southey and others of the Guides. Mr. Southey called to him twice in the Kaffir language to stop, but without effect; he therefore fired, and hit him slightly in the leg: again firing at him he hit him in the back, and Hintza fell headlong; but instantly jumping up, continued his flight over the flat, which he had now gained by his having turned to his right.

Mr. Balfour, of the 72nd Highlanders, Colonel Smith's Aid-de-camp, was enabled to come near him, and pursuing him until his horse was blown, was forced to dismount and continue the pursuit on foot; when within twenty yards of the chief he suddenly lost sight of him, and on coming to the spot he found that Hintza had jumped down a clay bank of above twenty feet descent, and was creeping into the bush which, thick and tangled, lined the river on both sides. Calling to him by name, the chief looked round with a malignant sneer without stopping, and seeing that he was at the edge of the bush, and despairing of being able to secure him singly, there being no one within a hundred yards, Mr. Balfour took aim, but his gun missed fire, and he was thus incapable of preventing his escape. Fortunately, from the bank he had a full view of the river, which at this place was wide, and thus he could easily detect any movement across from either bank. In a few minutes Mr. Southey joined with some others, amongst whom was the interpreter, who three times called out to Hintza to come out and he would not be hurt. This having no effect Messrs. Balfour and Southey descended the bank, and crept on their hands and knees, clearing the bush before them with the muzzles of their guns, to the river, and a particular bush to which Mr. Balfour had last traced the chief; they then separated,





an occasional block of wilderness—the grant of some non-resident proprietor, and a *stumbling-block* to the progress of improvement—the influence of the plough has already worked a salutary and agreeable change on the face of this picturesque and fertile valley.

In no other part of the country is the triumph of industry and perseverance over the difficulties which oppose the advance of cultivation in these new lands so visible and satisfactory. The rank luxuriance of the forest has receded before the emigrant's axe, and corn-fields and meadows have sprung up in its stead. Smiling cottages and comfortable farms have arisen on spots which were but yesterday the haunts of the moose, the caraboo, and bear; and from these advanced posts of colonization numerous settlements are branching off, and penetrating gradually into the deep bosom of the woods. Wherever a stream empties itself into the great river, there the tide of emigration finds a ready inlet, and steadily flows on to the sources of these tributaries, affording at every mile some useful lesson, or cheering example, to stimulate those who follow in the same path of enterprise and labour. Nor are the results of successful industry less beneficial and striking from being frequently contrasted with the wretched condition of some indolent or imprudent neighbour, whose smoky hut, tottering barn, and half-cleared fields, bespeak poverty and privation, and afford convincing proof that the mere possession of land will not suffice to raise the sluggard above want and misery. Numerous instances might be adduced of men starting originally with equal advantages and means; and of one rising in the course of a few years, by industrious exertion, to comparative affluence, while the other, from opposite habits, remained through life nearly destitute of every comfort; but the fact is too notorious to require illustration, and I will only therefore say that I scarcely saw a case of absolute failure in a settler that the cause might not be traced to his own idleness and improvidence, or to his embarking in the precarious, speculative, and too often demoralizing business of lumbering, to the neglect of his farm, and final ruin of his family. But on this head I shall have some remarks to make hereafter, and in the meantime I proceed up the St. John to the seat of the provincial government.

In summer, the usual mode of travelling between St. John and Fredericton, is by water; but these two points are also connected by a new and excellent road, running on the west side of the river, and reducing the distance to sixty-four miles.

I preferred journeying by water; and crossing the narrow neck of land that intervenes between the harbour and the steam-boat station at Indian Town, immediately above the Falls, we embarked in a fine new steamer, and, with wind and tide against us, launched boldly into the deep and tranquil basin, whose sluggish waters glide smoothly and deceitfully to the very brink of the cataract. Proceeding onward, we next passed through a narrow channel with bold and lofty banks, casting their dark shadows on the waters, and bearing strong indication in their rugged profiles, of having, at a former period, been torn asunder by some convulsion of nature, or by the efforts of the imprisoned waters to escape from their confinement.

Emerging from the narrows, the river expands into what is called Grand Bay. The shores are less elevated, and patches of cultivation,



studded at intervals with houses, appear on either hand, and relieve the eye from the monotony of the wilderness landscape—further on, the Frennebeckaeis (or little Kenneboe dls, being the Indian diminutive) empties itself into the St. John upon the right. It is a considerable stream, navigable for sloops to a distance of forty or fifty miles; its banks are well settled, and there are some quarries of plaster of Paris in the valley through which it flows. The next object that attracts attention is General Coffin's manor on the left—a neat yellow house, standing on a sloping bank, with the grounds around judiciously laid out; the trees here not being levelled with that indiscriminate assault upon the forest, which looks only to the city, and sacrifices nought to ornament or beauty: but here and there a graceful clump remains, giving to the unpretending fields the aspect of a lawn, and showing how much the country has suffered in appearance from the want of taste and judgment in its early settlers.

Twelve miles from St. John, Long Reach commences; it is nineteen miles in length, and terminates in Bellisle Bay, above which the river again contracts, and is overhung by bold precipitous rocks, with an old keep, or block-house, frowning on their summit, and guarding the pass into Sussex Vale, through which runs the main road to Nova Scotia; but I must not dwell upon the picture, I can only bestow a glance as the steamer dashes past, upon the grand and diversified outline of the mountain-range, which on either hand rolls backward in successive ridges from the river, loaded with a richness of drapery which is only to be seen in North America.

Fifty miles above St. John, the hills gradually disappear, or are observed only in the distance, and the farms certainly improve in appearance. Islands and rich intervals occur more frequently, and their value is obvious, in the increased numbers and healthy condition of the stock. On Long Island there is a neat church, built, as it would seem, upon the “dog and manger” principle, that neither bank might enjoy the honour and advantage of its site; and as the island is subject to periodical inundations, the good Christians from both sides may sometimes be observed paddling up to the very door of the sanctuary in their canoes. There is also a tolerable inn, called the Halfway-House, where the officers from the garrisons of St. John and Fredericton were wont to meet in winter; and after a solid luncheon, glide back again in their swift tandem sleighs to their respective quarters. This is no traveller's tale, albeit a drive of ninety miles with the same horses may sound strange to ears attuned to the harmony of wheels on patent axles. But what will you say when I tell you, that the distance, viz. from St. John to Fredericton, ninety-three miles, was once done by an officer of the 52nd Regiment, with the same “span” in six hours! But we must on with the steamer, which has passed Gage-town on the left, and is now running past the Jemseg on the right, a deep inlet which leads to the Grand Lake, thirty miles in length by nine in breadth—a district famous for coal and trout fishing, with streams falling into it, by which, with a short portage, you may paddle your canoe into the Gulf of St. Lawrence.

The parishes of Sheffield and Mangerville are known, in passing, by the long unbroken intervals of rich alluvial soil that lies along the river;

banks are almost on a level with the water, and they are ornamented by rows of trees, which are no doubt useful in the spring freshets, (as the periodical rise of the river is here termed,) in preventing the ice from breaking in upon the farms. This is the oldest settlement in the province, a proof that the early settlers were tolerably expert in selecting suitable locations. Twelve miles below Fredericton we passed the village and river Oromocto; this river is very deep, and ships of the largest class are built here. Indeed, I might have before remarked, that not the least singular objects to be seen in sailing up the St. John are new vessels every here and there along its banks perched up in corn-field or meadow, as the case may be, in the various stages of construction. Nothing larger than a sloop can proceed higher than the Oromocto, which may therefore be called the head of the navigation, and it is certainly the spot in every point of view upon which the provincial capital should have been built. The ground around it is strong and susceptible of easy defence, while the plain of Fredericton is the reverse, and this alone, in selecting a site so near the frontier, should have been decisive of the choice: the remaining distance was completed in an hour, when rounding a projecting point, the young metropolis, with its painted houses and its tiny spires, was seen rising, as it were, from the bosom of the waters, and in a few minutes more we were at the landing-place, having taken nine hours to accomplish a distance of ninety miles.

The appearance of the rural capital of New Brunswick is quite American—a City of the woods; new, whitewashed, and unfinished; but still, in many respects, an object of interest to him who has spent his life among the towns and cities of the Old World. It is a long and rather straggling place, built almost entirely of wood; laid out regularly in quadrangles, with wide and airy streets, the principal of which runs parallel to the river, and are upwards of a mile in length. They are laid off with footpaths, and are progressively undergoing the process of macadamizing, as the public funds, which are not very rich, may sanction.

A great many neat and pleasant cottages are scattered over different parts of the town, which has, in every respect, so perfectly preserved its silvan character, that it cannot fail to please; it stands upon a flat sandy tongue of land, formed by a graceful bend of the St. John; the plain is about three miles in length, varying in breadth, from a narrow strip to half a mile, with a noble river full one thousand yards across, winding past in front, and an amphitheatre of richly-wooded hills for its back-ground. The view both up and down the valley is most interesting—to the north an uncleared range of highlands, with detached cones and broken hills, thrown out in bold relief upon the landscape. Villas unbosomed in the woods, and farms upon the clearings—are the chief objects it presents: while to the south, the river is seen winding, like a silvery cord, through the dark and sombre woodlands, until it disappears entirely among the islands in the distance.

Yet, all these beauties will not redeem the site from the charge of being ill-chosen. The seat of government has necessarily become a frontier military post; and it is difficult to conceive a situation less adapted to that purpose; not that I object to it, as being on the American side of the St. John, for although that river has been termed the

military frontier of the country, while the forest, stands, its difficult passes will prove the best defence against an invading force. But it is certainly to be regretted, that the head-quarters of the province had not been so placed as to have afforded a safe rallying point to the militia, and protection to the old wooden hall of legislature against any sudden inroad of the enterprising partisans. But there is still another inconvenience attached to the locality; it is evident that, at some former period, the river flowed along the bottom of the hills, and claimed the whole of the broad valley as its own; and, although it no longer holds undisputed possession, the claim of right is still not unfrequently enforced, when the swollen waters, attaining for a short-lived period the full volume of their former grandeur, sweep with ruthless fury over the plain, and punish man's encroachments on the river-god's domain, by an overwhelming inundation. Nothing within the precincts of the invaded territory is sacred from the searching visits of the angry flood—the cellar and the parlour are alike subject to the dominion of the waters, and the hapless inmates, driven to their attics, acknowledge the sovereignty of the natural lord of the soil; while canoes and boats again ply on their natural element through the streets. Nor is this all—the simple fluid is comparatively a harmless visiter, but when charged with frozen masses on its bosom it penetrates into the abodes of man, no art or power can check its desolating course; and the time is still fresh in the memory of every one here, when the ice, checked in its descent, threatened for many hours to burst in and overwhelm the place. The timid fled with their families to the hills—the bold looked on in terrible suspense, awaiting Nature's struggle for relief, while the crashing masses continued every moment to accumulate over the devoted town; and he must be bold indeed, who can watch unmoved the fearful crisis of an ice-jam, while impending ruin overhangs his dwelling, and threatens in a moment to spread desolation over the land. The moment of relief, however, came—the jam gave way; and the icy mountains rolled onwards in tumultuous confusion and with deafening noise. The danger quickly disappeared, and Fredericton still stands, in increasing beauty and prosperity on the ominous flat.

I shall not detain you at present with any lengthened description of the public buildings, which, with the exception of Government-House and College, both massy stone edifices, have indeed little to recommend them to notice. The population of the place may be about four thousand, including many families of great respectability, chiefly refugees and loyalists, who settled here during the revolution in the States; and I have already been long enough among them to feel warranted in saying, that if the elegancies of life are sparingly diffused, the frivolities of fashion are happily unknown in the small community; and there are, perhaps, few places where the comforts and social enjoyments of society are more liberally dispensed than in this secluded corner of the Western World.

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## STORIES OF GREENWICH. BY A MODERN ASMODEUS.

## No. II.

## FESTIVAL DAY CONTINUED.

"A FINE scrape you have got poor old Toby into, Master Jerry," said Roberts to him, as soon as he returned to the ward.

"How so?" asked Jerry.

"Why in smutting his face," replied Roberts; "for as soon as the old man got to his mess in the hall the men at the table set up a loud shout of laughter, which Toby took very quietly, and seemed not to know what they were laughing at, but took his seat, and commenced cutting up the bread. The can of tea having been brought, Toby was proceeding to distribute that—for he was cook of the mess—when one of his messmates opposite, not content with laughing at, ventured to *touch* Toby's nose. The lion was aroused in an instant, and Toby threw the whole contents of the scalding can of tea right over him. This gave rise to a fight across the table, and Toby being still in possession of the tin can, inflicted some severe bruises on his messmate's head and face, and there is no knowing when the fight might have ended, had not the boatswain interfered, and marched the combatants off to the main-guard as prisoners."

"Well, I'm very sorry," said little Jerry; "but to-day is 'walking day\*', you know, and one ought to have a lark now and then; but I dare say he will be let off easy."

"Why, I am very much afraid it will be a council job," said Roberts; for old Toby has nearly broken the fellow's head, besides knocking the bottom out of the can."

"Sarved him right!" said Slender Dick—"had no business to touch his nose; and 'twasn't any wonder he burnt his fingers at it; 'tis all the world like a red-hot salamander."

"You had better take care, Master Dick," said Roberts; "for I dare say the question will be asked, 'Who smutted his face?'"

"Well," said Jerry, "then we'll swear he run foul of a gridiron; won't we, Dick?"

"Yes, that will do capital well," answered Dick.

Peters and the others—with the exception of Toby, who was in confinement—now entered, and in the course of a little while settled themselves in their places. The ward is *nominally* lighted by an oil lamp suspended in the centre of it:

"No light, but rather darkness visible."

Candles are not allowed; and the serjeant (for as Roberts assumes that character we will so designate him for the future) was obliged to go to his private store for one, with which, when lighted, he returned to his cabin to search for the manuscript. While he is so engaged we will take advantage of the light to examine what sort of a place this cabin is. As before mentioned, the cabins are about seven feet square; at the side of this one is the bed-place, not quite three feet broad, occupying

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\* The common name among the men for the festival day.

the whole length of the cabin. Everything here is remarkably neat; the bed has chintz hangings before it, and upon it a clean white counterpane (private property). Over the bed's head is a well-executed drawing, in a black frame, of a very interesting young woman, supposed to be a portrait of his wife; and the bulkhead at the side of the bed is ornamented with spoils of the enemy, such as swords, pistols, &c.; the chest containing the manuscript and his clothes pulls out from under the bed. Two or three shelves round the cabin are appropriated to books, which appear to have been well selected. In short, there is every comfort here a man requires. Here he has "meat, clothes, and fire;" and if Contentment were to be met with in any place, I should think she would probably be found here.

The serjeant having, after searching some time, found the packet he wanted, returned to the party, and seating himself in the large arm-chair, resigned by Peters to him, drew it close to the table, and with a huge serving mallet before him, assumed the office of president. Carefully cleaning his spectacles with a piece of wash-leather, he adjusted them on his well-adapted nose.

"Before I commence reading this story to you," he said, "I must tell you that I was serjeant of marines, and that the hero of the tale, poor Ned Cummings, belonged to my party. From the first moment I saw him I took the greatest interest in him. He was a tall, handsome young man, about twenty years of age, rather fair, with light hair, and eyes which at times, when he was animated, flashed like lightning; yet withal he was generally so dejected as to make some of the party, and I for a time among them, think he was mad. He had the heart of a lion when roused, but at other times he was meek as a lamb." We had been three years together in different ships before we were separated entirely—in what manner I will relate to you after I have read you his narrative. Three or four months before the catastrophe—(excuse my hard words, Dick)—we were on our homeward voyage, having been stationed for the latter part of our time in the Mediterranean. I was walking the gangway with Cummings—for we were always on the most friendly terms—and expressing my joyful anticipations on returning to my dear wife and child, awaiting with anxiety my coming. To my surprise he did not appear to look forward to our arrival with any satisfaction, but on the contrary with a sort of dread. I had never inquired into his affairs, as I disliked being thought prying, but I called to mind that he had never to my knowledge kept up any correspondence with any one at all, unless indeed that he wrote letters for nearly all hands—for he was the best natured young fellow in the ship; and I remembered also that frequent questions were asked about him by an old comrade of mine, who was a colour-serjeant at Portsmouth, with the request that I would not mention the same to him. When I recalled these things I thought there was something mysterious, and I could not forbear asking him what made him so sorrowful. He turned to me and said with an earnestness I cannot forget, 'Roberts, if you knew what a weight I carry here,' pointing to his heart, 'you would not be surprised at my sorrow. Here,' he said, 'is nothing but misery.'

"As I saw he was sad, I said no more. We arrived, and the ship was paid off at Portsmouth. I can answer for my own happiness, and for the time lost sight of Cummings; but we had not been many weeks in

barracks before we were ordered to re-embark on board the ——— frigate, just commissioned for the West Indies. We were again brought together; but I observed, with much concern, a very great alteration in my poor young friend. Still he was never absent from his duty, but appeared to feel great relief from being employed as he was at the dockyard. One night, just before we went out of the harbour, he desired to speak with me. We went on deck, and he said, ‘Roberts, you have been always my kind friend, and have for some years made this life endurable, and God will bless you. It is now nearly all over. I don’t think I shall ever again leave England.’

“What!” I said, “don’t you mean to go out with us?” ‘I do not mean to desert,’ he replied, ‘nor yet to accept the discharge which has been offered me for that affair in the Mediterranean, and yet,’ he added after a time, ‘I shall get it before long.’ You speak in riddles, I said. ‘The riddle will soon be explained,’ he replied. ‘But here,’ producing a packet from his bosom—‘here is my will for you—the little I possess is yours. You will find there also a letter to my poor old master. I have never seen him but for a moment since an event——.’ Here his feelings overcame him, and he was unable to finish the sentence. He then went on—‘You will find there also an account of my short miserable life. You will, after reading it, know that you have fostered a murderer! I cannot tell you more now—that will explain all—but let me beg you will not break the seal; and if, as *will not be*, my presentiment is untrue, return it me when we are clear of the Channel; if otherwise, open it, pity my fate, and judge me not harshly.’

“I endeavoured to laugh, and then to reason him out of his gloomy forebodings in vain, and I abided strictly by his directions. A short time proved the correctness of his anticipations, and I was therefore at liberty to open the packet he had entrusted to me. I found in it the papers I will now read to you—they are a history of his life, and one of the most affecting letters I ever read for his late master, which, for reasons I will afterwards give, was never delivered.”

After snuffing the candle, and clearing his throat with a few short hems, the serjeant commenced in a clear voice reading the following narrative:—

#### LIFE OF NED CUMMINGS.

“You, my kind friend, to whom I am indebted for such numerous good offices, whose kind counsel and entertaining company have made my latter days comparatively happy, ought not to be ignorant of my previous life. I take it as one of the greatest proofs of your sincere friendship that you have never endeavoured to wring from me that which would have given me inexpressible pain to tell you; and indeed I had determined never to disclose to any one the secrets of my heart. Yet I cannot hide them any longer from you; and should you ever have a son, you can read to him the melancholy life which I am now about to transcribe. Bid him beware, from my example, how he lets his passion overcome his reason. Show him the cause of my misery; my forgetfulness of my God, when of all times I ought most to have remembered him; and exhort him, ere a wish for any earthly thing or a discontented murmur is suffered to escape his lips, to whisper, ‘Thy will be done.’ Had I done this how different might have been my lot; but I



was a rebel ; I rebelled, knowing the extent of my sin. I shut my eyes to the consequences, and rushed in that way to the encounter. It is now too late to retrace my steps ; a short time only remains to me ; but I thank God I am prepared for the worst. My trust and hope is that the God who is omniscient is not unmerciful.

“ I was born and educated at P———, a few miles from Portsmouth. My father kept a tavern there, and accumulated some property. My mother died while I was an infant, and my father then married the bar-maid, whose delight was to do me all the injury in her power. My life was a constant scene of discord, and my only place of rest was my school. My half brothers and sisters were numerous ; but if my brothers were superior to me at home, at school they dared not dispute my powers. I learnt everything which my schoolmaster could teach with an avidity that surprised and delighted him. Not so at home : my brothers reported my success at school, which had the effect of increasing to a great degree the hatred and jealousy of my step-mother. By the time I was thirteen years old I had a tolerable knowledge of Latin ; could write a good hand ; was a very good arithmetician ; and was in short considered by my father, much against my step-mother's wish, fully competent to keep the account-books of the house, and installed in that office accordingly.

“ It was far from my wish either ; for I preferred my school for the reasons I before stated. I had peace there ; but at home there was none for me. I would willingly forget all these things, but they crowd upon my memory. My father alone had affection for me, and he dared not often show it ; but I must hastily pass over this part of my life—for I cannot dwell upon so unpleasing a subject—and at once come to the cause of my being sent into the world. It happened that a small neighbouring public-house, the property of my father, had received a quantity of goods from us, for which payment was to be made by instalments. On one occasion I received an instalment of ten pounds, giving the man an acknowledgment, and putting the money into the till as usual, but, being suddenly called away, omitted to enter the amount in the proper book. My step-mother, who I know was much in the habit of robbing the till to support her extravagance, was near the bar at the time I received the money. Observing that I had not made a note of the sum in the book, she took out the money I had put into the drawer, and I suppose spent it.

“ Some little time afterwards the man came for a settlement ; he produced the vouchers he had received, and I distinctly remembered the different payments, but still they and the entries did not agree. This was the time for my step-mother. I was of course accused of purloining the ten pounds, discharged from my employment with disgrace, and condemned to wander about the house with my hands in my pockets, in the hope of the fate attending me which my *kind* step-mother had pronounced my desert, ‘ the gallows.’

“ I was fourteen years old, when, through the interest of my more than father, my schoolmaster, I was recommended to Mr. S., a printer of Portsmouth. My father was glad to give his consent to my being bound an apprentice, and with no sorrowful feelings I wished good-bye to all in his house. So great was the rancour of the family against me, generated by the wretch in shape of a woman, their mother, that not a spark of attachment for one of her children remained in my affections ;

and on only one occasion, the death of my poor father, two years afterwards, did I again visit them. His life, although not one of downright injustice, had been anything but Christian; and what was my horror to hear him on his death-bed own himself an atheist! His last words were dreadful blasphemy! I rushed from the house ere his corpse was cold, and never from that hour returned to it.

"A will was produced after his funeral, giving the whole property to his widow and her children, with the exception of the sum of five pounds, to buy me a suit of mourning, which I was too proud to accept. The unmerited disgrace heaped upon me led to the most happy change in my situation, and I can look back upon five years of almost uninterrupted bliss. Extremes of any sort, especially of happiness, are never lasting, and so I have found it. Let that man shudder to whom a long series of undisturbed prosperity has been allotted. My excellent master, Mr. S., was a widower; he had an only daughter about my own age; her name was Clara. It is not surprising that I, whose heart had never before known what it was to feel attachment, should have clung to a being so beautiful to my warm imagination as she was. I can only compare her to the creation of a soul-enchancing dream, adorned with every charm which fancy can picture—as a vision she faded.

"My master had a very good business, and learning the trade occupied for a season all my time and attention. My assiduity soon attracted his favour, and after my daily labour he gave me permission to pass my leisure hours in his little library. I was passionately fond of reading, and did not fail to avail myself of his kindness; yet I confess that this place had still stronger attractions for me than the books it contained, and often my wandering eyes were more directed to Clara's waving curls than to the page before me. Clara was also fond of reading; but her books and mine were of a very different kind. As I became upon more intimate terms she often asked me to read to her, and then all books were alike to me. She generally preferred some mushroom of the day, in the shape of a novel, but her wish was a law to me which I never attempted to dispute.

"How rapidly this my day of happiness passed—the fatigues of the business were lost in anticipation of the hour which was again to restore me the society of Clara. I was soon held in the light of one of the family, and as the period of my apprenticeship drew nigh, was relieved of all the drudgery, and considered by my master worthy of being trusted with the whole weight of the business, which his increasing age and infirmities rendered irksome to him.

"Clara was my constant companion. If I were to say I loved her, it would not express a tithe of my affection. I own my sin. She was the idol which I daily worshipped. I had not the smallest desire of pleasing any other being, heavenly or earthly, than Clara. It signified not to me—the church we constantly frequented, or the places we visited in our occasional rambles, Clara was the only object of my attention. I forgot the Creator entirely, in the presence of the creature. My impiety is severely, though not unjustly, punished. My crime is one my heart has since acknowledged, but grievous must my expiation of it be. My heart grew to hers with my growth, and with my strength my attachment strengthened.

"Even now my sinfulness, at times, makes me think that Heaven,



without her, is imperfect, and that with her no tortures can be felt. And yet, although at this time I can so clearly define my feelings, I then did not know them. We were rarely ever separated from each other for a whole day, and I therefore knew not the happiness I enjoyed until it was torn from me.

“ Her father was pleased with my attachment, which he must have seen; and his kindness was such as must ever endear his memory to me. The remembrance of my ingratitude to this most worthy creature, adds greatly to my sorrow. His sickness latterly had confined him almost entirely to the house, and Clara and I sought who should best administer to his comforts. It was my delight to read to him, and he having great taste, contributed largely to my instruction and pleasure, by leading me to such works as contained the best information and most beauties. His favourite, Milton, was constantly at his side, and he used to say, that although he knew nearly every line of his *Paradise Lost* by heart, he still derived as much pleasure as ever from its perusal. He was a good Latin scholar, and by his help, I was soon able to read the best Latin authors.

“ One evening after I had been reading to him, he told me it was his intention, if I were willing, to take me into partnership, as soon as my indentures were out; but, at the same time, professed his willingness to assist me in any other view of life I might have formed. I told him I had not an idea separate from his family, and hesitated not to declare to him my passion for Clara. He heard me with signs of satisfaction which I could not mistake, yet plainly told me I should have much to contend with in his daughter's disposition. The consent he gave me was enough, and I was happy. I soon found an opportunity of telling Clara my hopes of happiness were fixed on her. She gave me such assurances as satisfied me, and a lock of her hair was a sufficient pledge.

“ One lovely summer's evening, we rambled over the Southsea common. The cool, refreshing air had enticed large numbers of people there, but no heart bounded lighter at that time than mine. I had everything in prospect which constituted happiness, nor one fear of the prospect's being an illusion.

“ At length we reached the castle, and entering it, mounted to the ramparts to view the fleet at anchor, at Spithead. There were several other visitors, and we paraded round the walls. Happy had it been for me if that day had been the last of my existence! Among the company present was an officer of the Navy, a Lieutenant: the world pronounced him handsome, and he might have been so. I could not help remarking his ardent gazing at Clara, as he passed, which, as we walked to and fro, he did frequently. It did not cause me any uneasiness, as I knew it to be a kind of custom with people of this class; and considering my Clara's eyes needed not a sentinel, on leaving the place, banished the circumstance from my mind.

“ Clara, by means of some of her female friends, had lately formed an intimacy with a family at Southsea, and as her visits were principally in the day-time, I had no opportunity of accompanying her, even if it had been wished, and I had so much confidence in her truth, that I never offered the smallest objection to her going anywhere without me.

“ She went one evening to a party there, to which, being a stranger, I



was not invited; but knowing the time she would be returning, called for her to bring her back: this was a few weeks after the walk just mentioned. I perceived, with sorrow, a great change in her manner, and entreated her to tell me if I had offended her. Yet, all my powers were unable to restore entirely her usual good-nature. This was the beginning of the tempest, which has overthrown and crushed for ever my structure of happiness. I retired to my bed to think rather than to sleep—thoughts before the most distant now crowded round me—the most dismal, yet indistinct, fancies hovered about my mind. At length nature overcame me, and I slept.

“I dreamt I was walking along some road, when, on a sudden, the little packet, containing the lock of hair given me by Clara, which I had constantly worn suspended round my neck, had, by some means, got outside my waistcoat, and before I had time to restore it to its usual place, next my heart, it was snatched from me by a man who at the instant rushed past me. He endeavoured to escape from me by running, but I pursued and overtook him. Methought, as he turned, I remembered his face, and eagerly demanded that of which he had robbed me. He resisted; a scuffle ensued, and we both fell, but he underneath. I hastened to seize the prize, but at the instant a tremendous gust of wind carried it aloft in the air, and bore it from my sight. I awoke with the anguish I felt, and searched for my treasure. I found it in its place, and again slept. The same dream returned to me, with the addition, that on looking at my overthrown antagonist, I discovered him to be dead! I arose from my bed, and as day had broken, dressed myself, and sought, by a walk in the country, to dispel the gloomy horrors of the night; but all in vain, and I spent the day in ruminating on this strange dream.

“Clara was later than usual to breakfast, and still the cloud remained on her brow, which had caused me the night before such painful forebodings. She went again the next evening to the house of her new friend, telling her father and me, that she should be late before she returned, and that the gentleman of the house would save me the trouble of calling for her. Her father remonstrated with her on the impropriety of her conduct, but doting as I did, I ventured to make excuses for her, which he unwillingly heard.

“It was not that I did not feel the slight put upon me, which made me interfere in her behalf, but because I could not endure that Clara should be disappointed. I determined for once to be a spy upon her actions, and accordingly, left the house unknown to any one, and loitered about the place where she was, in order that I might see by whom, on her return, she was accompanied. My suspicion was roused,—to know was what I sought: I thought I could endure the certainty better than to be unresolved.

“At length the door opened, and the object I sought issued forth, accompanied—I could not be mistaken—by the self-same officer whom we had met at Southsea Castle. There was a field elevated above the road on which they were walking, and I was thus enabled to listen to some part of their conversation. I thought her voice, which was once to my ear the sweetest of music, sounded dismal and harsh as the croak of the raven. I overheard him mention my name—I heard him call me *printer's boy*! I heard her laugh! It was enough. The seal was

affixed to my misery. I had now but one thing to live for—it was *revenge*! And this one passion filled up for a time every crevice of my soul.

“I met her the next morning, but, alas! how fallen. The smile, which so often had ‘played on her ripe lip,’ was superseded by the curl of disdain, and my heart sickened, though my sternness remained, as I witnessed her altered conduct. Why, at that moment, I did not accuse her before her father of her faithlessness, I know not, except that the ally of revenge, Pride, stood in my way, and would not allow me to acknowledge myself an eaves-dropper or spy. If I had done so then, all might have been prevented.

“I went to my duties after breakfast, and tried by employment to alleviate my sorrows, determined to seek an early opportunity of convincing Clara, I was aware of her perfidy. Alas! there is nothing like the present moment. While love, revenge, and pride, were debating within me my proper course of proceeding, Clara was flying from me for ever.

“She left the house without my knowledge, telling her father she was going for a short walk, and I saw her no more! We waited dinner for some time—she came not. My master looked at me as if to read in my eyes the cause; he could only discover from that, my misery. He took that for a knowledge of it—probably thought some trifling quarrel had occurred, and avoided questioning me. Our untasted dinner was sent away, and still I observed a sullen silence. The evening came—still no Clara. The old man could no longer stifle his feelings.

“‘For God’s sake, Harry,’ said he, ‘what is the matter?’ Where is Clara?’ ‘Sir,’ I replied, with as much firmness as I could muster; ‘her absence is as much a mystery to me as it appears to be to you.’ ‘Have you quarrelled with her?’ he asked. ‘No,’ I answered, and my grief prevented my saying more. ‘For Heaven’s sake, leave me not in ignorance; let me know what has become of my child—I will go instantly in search of her.’ His vehemence aroused me. ‘And I will go too,’ said I, brushing away the tears which had found means to disgrace my cheeks.

“Ill as the poor old man had previously been, he appeared in an instant to have thrown off his infirmities. We sallied forth, and walked at a rapid pace, almost involuntarily, to the house to which she had gone the night before. The lady stated, in answer to his inquiries, that Clara had been there in the morning, where she had met Lieutenant ———, a gentleman intimate with her husband, and that she believed it was her intention, on leaving, to go in a carriage with him to Titchfield, returning the same evening.’ ‘And pray,’ said Mr. S., after hearing the lady impatiently to an end, ‘what part, madam, may *you* have acted in this business?’ With some confusion, she replied that frequent meetings had taken place at her house, and that Lieutenant ——— was a man of good family and property, and had told her his intentions were most honourable towards Miss S., and that he either would communicate, or had communicated them (she did not remember which) to her father. Nothing but the old man’s distress exceeded his passion, and he quitted the house, leaving an angry message for his daughter on her return, and muttering curses ‘deep, not loud,’ on the baseness of this woman’s conduct. I still refused to mention what I had myself

witnessed the night before, and we returned disconsolately to our home. Fully expecting their return, we waited till twelve o'clock in an agony of mind not to be described: we then retired to rest. I threw myself on my bed in a state of insanity, while the events of the few past days floated in confusion around me. The sun at length restored me to a glimpse of reason, and I got up, washed and dressed myself with great care, in my best clothes, in the full determination of pursuing my revenge to the uttermost. Early in the morning a letter was brought to the house by a countryman, addressed to my master, who told a long round-about story as to the manner in which it had come into his possession.

"I took the letter from the man, and questioning him closely, and by dint of bribing, got him to confess that he received the letter from a gentleman at Purbrook. I carried the letter to Mr. S——, when he hastily broke the seal, and scanning the contents, sank back on his bed in dreadful convulsions. I rang the bell, and sent in haste for a doctor, who lost no time in attending; the convulsions ceasing, he lay for some time in a state of torpor, which the doctor told me was not dangerous. I took the letter from him, and read it: it was written hurriedly, and evidently dictated by the monster to whom Clara had consigned herself. It stated 'that she was going away to be married to a gentleman of rank and fortune, who was obliged to act in this summary way as his ship was soon going to sea, but that she hoped in a short time to throw herself at his (her father's) feet, and implore his pardon for the step she had taken.' I folded the letter up, and placed it on the table; I kissed my master's cold forehead, and bade a hasty adieu to the walls which once held all that I loved. All my master's kindness to me, and the acuteness of his sufferings were forgotten—I had no room in my breast for any other feeling than that of revenge, and *I was revenged.*

"At this period of my sufferings what a comfort would it have been had I thought upon my God, and it was at this moment that I forgot him entirely. I did not try to say, 'Thy will be done,' but rushed madly forward, trusting to my own powers, and seeking unaided that which belongs only to God. All my after misery hinged upon this; and thus will it ever be to him who follows my example. I knew in an instant on reading the letter the fate awaiting poor Clara. But judge her not harshly: young and artless, she had not known a mother's care, and her beauty proved her bane. Her guards were slender, and such as an imperfect education had raised; while he, the seducer, armed with his master's (the devil's) weapons, easily beat them down. Whatever was the extent of her crime, her punishment exceeded it, and women's crimes rarely go unpunished."

"Snuff the candle, Jerry," said the serjeant; which Jerry proceeded to do, but whether from the obliquity of his vision, or the knock which Slender gave his elbow, I do not know, he snuffed it out. "And now," continued the serjeant as soon as the candle was relighted, "as my poor old eyes are nearly tired, I wish one of you would help out the evening with one of your own stories, and I will keep the remainder of this for another night—that is, if you like it, and do not find it too tedious."

"He carries too many guns for me," said Slender—"I can't stand his two-deckers."



"It is a very touching story, I think," said Frank Johnson, "and it brings to my mind some of my early misfortunes. "Ah," continued the old man, with a sort of sigh, not unlike an asthmatic cough, "I should never have gone to sea but for something in that way."

"Then let us hear it, Frank, by all means," said the serjeant.

"And mind and cut it short," added Slender: "you see there is Old Tim fast asleep already, and Fat Jack's head going like a Chinese mandarin in a grocer's shop, and I begins to feel a little matter drowsy myself."

Thus instructed, Frank Johnson commenced his story, in nearly the following words:—

#### THE REASON WHY FRANK JOHNSON WENT TO SEA.

"I was born in the parish of St. Pancras, and was never out of the smoke of London until I was eighteen years old. I was 'prenticed to a hairdresser in Gosling-street, and if I had continued till this time to curl wigs and cut hair, might have been a man of large property; but somehow, just as I was seventeen years of age, Betty Saunders fell in love with me, and I couldn't do less than fall in love with her in return; but, for all that she told me she loved nobody only me, I had not been away more than six or eight months before she married my rival, a footman, saying, as an excuse, that she thought I should never come back again. When first I saw the dear creature, she opened the door of her master's house to me—I had to go there every morning, which gave me many an opportunity of getting from her a sweet word or a kind look, and she used to smile so good-natured. She was housemaid. One evening I was in the shop, and who should pop in but Betty Saunders. You can't think how my heart did flutter. So she says to me, says she, 'I want's my hair dressed.' 'Certainly Miss,' said I; 'walk into the back parlour.' So she went in; and when she pulled off her bonnet and cap, her beautiful long hair—it was rather red to be sure—fell so fine over her handsome broad shoulders, that I felt in a minute all of a tremble. So says I, 'Miss, pray how would you like it dressed—in the new French curls or——?' 'In the *newest* fashion, certainly, Sir,' says she. So I began, and trimmed and pomatumed, and made the pinchers hot to curl it; but I could hardly get out a word; at last I managed to say, 'Going to the ball at the Red Lion, I suppose, Miss?' 'No, Sir,' said she; 'indeed I keeps no such low company!' and she gave her head a great toss, which unfortunately brought the hot curling irons close to her beautiful fair forehead. With that she jumped up in a terrible passion, and gave me such a terrible slap on the cheek that it was burning for a week afterwards. I was so sorry to think I had hurt her, that I did not mind the blow; so I begged her pardon on my knees, and she soon forgave me—she was always very forgiving. I finished her hair in such style that when she looked in the glass she quite forgot the burn and the box on the ear; and then she wanted to pay me, but I told her I could not think of taking the money, and should be always proud to dress her hair whenever she wanted it done. So she put the money back into her pocket, and gave me instead such a sweet smile.

"After a time we got very thick, and we began to talk of being mar-

ried as soon as I was out of my time; but there, you see, it was not to be. She invited me one night to a party, which she told me the cook was going to give to her friends; for that her mistress was going to a ball, and her master was away in the country. So about ten o'clock I got leave from my master, as I expected to be out late, and dressing myself in my new bottlegreen long-tailed coat and my best frilled shirt, cut no bad figure. Sure enough there was a capital turn out, and you would have thought, to look at the women, they had been all duchesses. Betty looked so handsome—she was dressed in a beautiful red silk dress that belonged to her mistress, and a pair of white satin shoes. There were about half-a-dozen young men besides me, servants in the neighbourhood, and a great many young women, and there was a fiddler, and plenty to eat and drink. So we danced till about twelve o'clock, and I was dancing then with Betty, and was so very happy, when we heard a terrible loud rap at the door. 'Oh dear, there's master at the door!' said Betty—'I know his knock—what *shall* we do?' You never saw such a scampering in all your days. Who is to go to the door? Another knock and a tremendous ring at the bell still remained unanswered, and at last the door was broken open, and down rushed the master with two or three watchmen into the kitchen. Nearly all the livery servants being better up to such rows, made their escape at the kitchen window, but I and another young chap got caught. I might have got away too, but I could not find it in my heart to leave poor Betty in so much trouble; but by the direction of the gentleman the watchmen took charge of me and the other, and carried us away towards the watchhouse. As chance would have it, we had not gone far when a pressgang surrounded us, and the officer said to the watchmen, says he, 'These are the very fellows we have been looking after, and you must let us have them.' The watchmen had been taken by surprise, and as the pressgang seized upon their rattles, they could not ~~make~~ any noise; besides, the officer threatened if they did he would carry them off as well; so I and the other poor fellow were forced along at a ~~quick~~ pace, and carried on board a tender lying off the Tower. I told the officer I was an apprentice; and he said 'So much the better—you are just the sort of chap we want;' and finding it was no use grumbling, I said no more. At last we reached the tender, and they stowed us away down below in such a filthy place, along with all the scrapings of the gaols and thieves and vagabonds of all sorts. I thought they would have paid a little more respect to my *bottlegreen long-tailed*

## INLAND CRUISE OF A NAVAL OFFICER.\*

EXETER, BRISTOL, CLIFTON.

As I am beating back homewards on my cruise tack-and-half-tack fashion, and writing not from notes, but recollection, I may as well not bid good bye to Exeter for a moment more, as I have forgotten two or three things, independent of my want of precision and correctness.

In the first place, it occurs to me, on second thoughts, that the three rival donkey-carts from Topsham were not bringing sprats but pilchards! Now, this is of much importance, as I profess to look after fish; and it might be said hereafter that no sprats were sent to market at Exeter, and that I was a pretty fellow to bother about fish! In my own defence I can quote Lobsky's wife, who said they were a "fish of the sea:"—so far I am safe.

As to the fish-market of this good city, it has no doubt its good and bad season. September may not be favourable. But if there was not that profusion and moderation in the price that its facilities might lead one to expect;—at any rate, the loads of geese, turkeys, and fowls, piled along the left (south) side of High-street, were very refreshing to the eye. Fruit and vegetables abounded too in a way to make one rejoice; nor was this glorious plenty unembellished by a good sprinkling of flowers, which I encouraged by buying several enormous nose-gays at threepence each; which I always took home with me myself, unmindful of its not being quite the thing! Who saw me I know not—several well-dressed men—and certainly, my Lord P——, who, one day, came driving his lady in their gay britska right down on me. I observed his lordship cast his eyes on me to see if I was any body he might have known; but this great bunch of flowers (with which I was a good deal embarrassed at the moment) must have decided the question! I do not think any of the smart Exeter tradesmen would have ventured it—I am sure none of their shop-boys or clerks would!

As Mrs. F—— kindly distributed my profusion of roses, &c. in various glasses for the decoration of my little drawing-room, and my peculiar satisfaction, I could not help reflecting on the horror a gentleman in London (or faith, any watering place) has, at being caught with any thing in his hand; save and except his gloves, stick, or umbrella. It is positively losing caste! A man may stick a rose or jessamine in his button-hole, but, strictly speaking, I believe, he runs some risk if he ventures to carry it in his hand. What then would be thought, if caught coming up even the shady side of Regent-street or Bond-street, (that is, the quieter west side of both,) with a whole bundle—such as one is sometimes importuned with by the poor girls in June!

But if no philosophy can stand it in town, at least one may defy these dire consequences two hundred miles off, and allow ever beautiful Nature to have her way with one; nor let her "waste her sweetness on the desert air." Besides, I had the pleasure of not knowing a

\* Continued from No. 101.



creature in all Exeter personally—with two harmless exceptions—who, I am sure, will never mention the subject to my prejudice; namely, Mr. Brunkill (the best tailor, out of London, in all England) and my landlady; whose comfortable house was the picture of a new pin, and whose excellent character in every way has, I am glad to see, recommended her, through a respected Admiral, to a confidential situation, connected with the many benevolent institutions of the place. Thus, then, in this safe obscurity, I enjoyed my flowers, and had leisure to compare them with the plentiful bouquets of Boulogne! *Mesdames de la place St. Nicholas*, I must tell you that in Exeter our flowers are more beautiful, and more odoriferous than yours; and what is more, are to be had for fewer sous. I will, however, allow that you have been pampered, and spoiled in your charges of late by us English:—would that some of the thousands expended on you by my countrymen could be withheld, to invigorate the markets of our own sea-side towns!

Among the few things imported directly into Exeter are raw hides, from South America; but neither in this article nor any other is there that bustle and activity in commerce which I should like to see in our larger towns:—on the contrary, there is, I am grieved to say, a stillness and listlessness, pry about where one may, in search of the “busy hum,” that is absolutely saddening. It would seem as if we had but two places in all Great Britain, with any thing like the energy, activity, numbers, and wealth, that might be expected of us—at the head of the commercial world! But I will reserve thoughts that crowd upon me here, to my arrival at Bristol, which I cannot even except from this lamentable inactivity.

If it were possible to give this state of things a name with us, I should call it the consumption of gentility! We are all dwindling to a slenderness of this fantastic disease that something alarms me—wasting to a shadow; but who will be the first to throw off this chronic infection for any thing more usefully sturdy—more healthful to the body politic? Let me not, however, lose myself in useless speculation. There is no meaning in it, if it is not that all our towns appear to be active in nothing but small retail concerns for the supply, from door to door, in the necessities of life; and in its superfluities, only to the country gentry, whose wives drive in, to make a parade of their shop-pings! This, too, is all well and proper; but in these very superfluities there is an unhappy exclusion of the thousands (to say nothing of the millions)—in a word, there is a stint about it, which may be plainly traced from the sea-side into the very heart of the land—from the paucity of bales and boxes, and casks, on our wharfs, to the small and expensive assortments at all our “high-street” shops. The thing from first to last is cramped; cramped by our fiscal fetters, quite as much as in the rather disproportionable poverty of the third classes and the labouring ones.

We are very nearly as much “hide-bound” as our neighbours the French by our wise commercial enactments.

The only practical remedy it is possible to conceive would be to ship off our Board of Trade people instantler; land them on the ships at New York, and let them work their way up to Broadway, through the bales and casks, boxes and packages from Europe, and from “further Inde,” that encumber Maiden-lane and all the adjacent streets. Breaking their

shins over all this confusion and profusion would be the most salutary lesson I have any idea of—for words, words are useless.

If it were only New York, it would be nothing—we might say, “Well, look at London!” (I wish one could say, “Look at Liverpool!”) But the Americans have flocks of towns vying with this plethora of packages, and rolling, driving, handling, shoving, hustling, crowding, jamming, sweating, on their wharfs, and in their streets.

There is no listlessness of the sort that depresses me at Bristol to be seen on the other side the Atlantic. No occasion to name all the large cities on their sea-board; there is no such thing to be seen in their inland towns—no matter in what state, and apart from that other impetus of emigration. Surely we do not want for people! our little island is choke full.

I will trace this commercial incubus, that sits so hard upon us, more clearly on the little Avon. Ay, even under the Devil's Cliff, with that spirited bar of iron over my head, which may threaten me like the sword of Damocles, if I cannot convince the most good-for-nothing idler of the hot-wells. I wish, though, rather to convince the Home-Secretary!

Exeter has a charmingly secluded promenade in the fine hanging wood of the Northern Hay. This precipitous hill, clothed down to the meadows below with noble trees, forms the north side of the town. Its easiness of access (for it is close to Sidwell-street) is one reason, probably, why it is not so much frequented. Over these cool shades towers still higher the citadel-like Court-house, which has all the air of utter neglect. Here, the sound of one's own steps strike on the ear, echoed across the quadrangle, where a good wife was busy hanging up washed clothes!—so extremely out of keeping with the dignity of the spot, that I quickened my way to the terrace, from whence, looking to the south over the town and country, the richest view conceivable effaced unpleasant impressions left behind. Let me recommend the Municipality to prevent, as much as possible, these dryings of tattered stockings, and other industrious symptoms appearing at the windows, and in the court here. If they cannot give it the air of more ease and respect, at least such comical nuisances might be forbidden. So would it very much increase the reverence of little boys for their worships, as they resort a good deal this way for the convenience of uninterrupted games at prison base, tops, balls, and hoops.

Sometimes I wandered through the meadows, along the banks of the river above the bridge, (where the picturesque beauty of the Ex may be said to be brought to a close), looking with an anxious eye to the hills and pleasure-grounds on the left bank, (forming the back of the North-street road,) to see if any one of these desirable villas might be perchance for sale. No—they are better judges of the best spots.

In this respect mine is a wild-goose chase! and if I attained what in summer, on the outside of a coach, or in the inconvenience of some coffee-room, I so long for—should I be satisfied?

Shaded lawns, romantic views, the perfumed honeysuckle, the clustered rose, the gay dahlia, the sweeping path, the joyous song of birds in the adjacent copse—that all for the moment delight the senses and lift one out of one's own dull every-day self—is perhaps too much a delusive vision, that beckons one on to *bid*, while the sun shines, and all nature seems rejoicing: if not, how is it that so many people



have such beautiful country seats shut up all the summer in the care of their housekeepers and butlers—inhabited for Christmas festivities, when nothing out of doors is festive? The song of the woods has ceased. The lawn is white, the sweet flowers gone! Then you had better be in town, says reason; but reason tells one, too, a great many other things that are as sure to follow a country life as the seasons follow each other. First, there is your neighbour—your very existence depends on that, if there is any good in you. None but persons of large houses and large incomes can choose their own congenial set, and give them all bed-rooms for a month or two, as the gregarious season or fit arrives. At this distance, too, from town, you must be absolutely at the mercy of your neighbour.

Something of this sort struck me as I tugged up the steep path along Mr. Crewe's garden-wall, and gained the high road. I should have mentioned a few mills I passed just above the bridge, where the ground and bank of the river is overlaid with a great many logs of wood, for the purposes of building-timber in the town, of which there is something going on—a large terrace on the edge of the steep hill out of Bartholomew-street, and a few houses on the road below the new Bride-well. Certain commissioners of improvements have of late lowered the pitch of High-street, which is rather steep; so that taken altogether (the new cast-iron viaduct of North-street, &c. &c.), I fancy the citizens look with some pride on their recent increase and improvements.

Everything is comparative. I can readily believe that twenty years ago our towns, generally speaking, were nearly at a stand-still, with the exception of those we call "watering-places."

It is not, however, in our fabrics of brick and mortar so much as in our social fabric that we want increase and elevation. It is impossible to visit and remain ten days in any of our country towns without having this truth forcibly pressed on our attention—increase of the amusements and elevation in them, I mean, for the great body of our people. Why is it growing every day more and more (since the days of good Master Slender) according to the old adage, "all work, and no play?" Tea-gardens, bowling-greens, manly out-door games for our youth—all goes on dwindling to nothing! Indeed, indeed, it should be more encouraged by our upper orders—by the mayors and common-councilmen of each town, who have, collectively, some power to create more "play;" but I will not digress here, as I mean to reserve it for Cheltenham, as more in keeping with its avowed purposes.

It is sad, however, to know that so large and populous a city as Exeter cannot, or does not, maintain a theatre. There is such a thing, to be sure, but it requires the search of an antiquary to disinter it from its neglected obscurity; and the poor players would be equally done up, if they did not escape for a most meagre subsistence to Plymouth, or come from it, no matter which. I believe they supply the needful quantum of their enlivening art to all the towns in the county, and the next into the bargain. The consequence is, all the young people go wild, and, with a few exceptions, have not an idea on earth, to say nothing of not an amusement on earth. The girls walk about, and "keep company with the boys," who, when not walking about, or breaking hedges, or doing other mischief (for amusement), are smoking cigars, lounging at the corners, or up and down the streets, or tippling



beer. The sound of a fiddle is rarely heard—rarely do they lead out—(where can they, as taverns are forbid to have music)—their sweet-hearts in the innocent and cheerful dance.

All this is radically bad, and will go on so until a new order of things is set on foot by the influential. We may blink the question, but it is astonishing how much of the leaven of the puritanical we have retained, even since the days of the abhorred “crop cuts.” Let any man walk about the suburbs of our towns, and look at the fruits of this sour system—no meadow, no garden, no inclosure, but has its “Will be prosecuted according to law.” Why are these trespassers? (mostly of a Sunday.) Why, our young men and boys, who have not had one idea given them of music, of dancing, or of pictures (setting aside art), who have no thought awakened in them to the wonders of nature! Their young minds are trained, led, to no one virtuous and good end (for the purposes of this life), just as if it required any monstrous effort or means to put them right!—It does not.

In Exeter, for instance, why not have a museum open of Sundays to all the world (as a much more proper and agreeable promenade than the cathedral!), and where instruction would attend on pleasure—no matter how little at first—it would grow by being fed—no matter how poor the collection at first (or how much sneered at by fools). This might be joined to a picture gallery, and not much matter about the excellence of the pictures—anything better than nothing. So might young men receive a stimulus to think and inquire, and thus Exeter, or any town, produce respectable painters and musicians—respectable artists of all sorts, without at all encroaching on their respective callings;—but the great object in view is the leading young minds to more virtuous, more useful, and more cheerful amusements than flocking up and down the streets—savagely tumultuous in some way, necessarily; for youth must have its outbreakings, its bursts of joy, its kicks and flings. Let them dance till they are tired—let all this be, and all boards, notices, spring-guns, man-traps, &c., may be hurled to black Acheron, from whence they came.

O cruel spite! I swear there is more capability, more life, more of every manly attribute under heaven in us English than in any race under the sun. Why, then, are we to be shackled thus, and dully waste our youthful energies like the basking Hindu fakir, or a ruminating cow in a fat pasture? I think I may safely ride out of Exeter on the top of these rattling tropes. I love the place, I love the whole country, and could have staid on a month or two without either a museum, theatre, picture-gallery, or tea-garden, with the greatest pleasure, merely to enjoy the rusticity of the place, and the meadows, and the river (and the “clotted cream!”); but I had made my arrangements, as men say who can never be quiet. Who should sit next me on the box-seat but a fine young fellow of a Captain in the Army, who had occupied the parlour under me of our little snuggerly of the Northern Hay? I wanted to know him, but never could we knock our heads together, either at the door or in the entry, in our comings in and out; but the fates so contrived it that we took our places for Bristol for the same morning at the King’s Arms. I would not go by any of the hundred coaches from the monstrous New London Inn, because I hate mono-

polies of all sorts, and such immense caravansary whales swallowing up the straggling small-fry of the place.

*Apropos!* some of the best bugle playing in the "guard" fashion I have heard was flourished off *in prelude* from the tops of the starting coach's before this inn, morning and evening. These jolly fellows, constantly tickled to it by a very numerous audience flocking to this part of Sidwell for the only "sweet sounds," poor things, they enjoyed much of. This alone would be proof enough how much music would be enjoyed had they more of it. To say we have not an ear, an aptitude, and are just as prone as the French or Germans to music, is only to repeat a vulgar error like Mr. B.'s, who gravely repeats (in happy ignorance of facts) the common-place twaddle of British soldiers' bravery being more in the endurance than the onset! just as if our onsets (even to the certain death) in forlorn hopes, charges, &c. were not two to one against all the nations of the earth; most un-English, Mr. M.P. Nay, I will pit any of our boy fiddlers or girl singers of our infant academy of music against boys and girls of the French *académie*, of their own standing, which is in proof much more to my purpose just now. I shall never get out of Exeter at this rate.

I should have liked to have gone up the Ex back again, and feasted my eyes once more with its loveliness, but our road this time lay through Collumpton and Wellington, with a good view of the grateful column to his Grace, but on a tract of country less beautiful than the other road. Wellington itself is a nice, smart, and considerable town—Bishop's Hull a sweet rural village, quite tempting! Onward we flew, driving a rapid pace into merry Taunton, with its capital market, its rich suburbs and valley, and general briskness of inland trade, compared with other towns.

Here Somersetshire has intermarried with the bonny Devon, and their children have the same family features. The change goes on through immensely broad hedges to Bridgewater, which is a sort of smaller sister-in-law; being on very intimate terms, the young men and women constantly walking and riding it for a day's fun, which consists chiefly over a pot of ale or cider at the various public houses; for I question whether they get up more merriment or dances or "revels" at Taunton than at Bridgewater or Tiverton (on either side of it); but they have got a good name and a fashion among the "chaw-bacons" of the rural population for twenty miles round. The good old significant word "revel" is preserved in Devonshire for their festive meetings.

We stopped at a way-side public-house, where they were crammed, men, women, and children, into one or two small rooms, rejoicing in much cider, pipes, and tobacco; but I could not hear the tones of anything like a fiddle.—I was glad to see this mirth; but it was too sedentary—a revel, and not a sound—all still sucking and puffing. Passing Bridgewater, they were in the height of the fun and frolic of their races—the race-course on the flat meadows, about a mile to the north of the town. Large and small races are a good deal alike—the same booths, gingerbread, and gin, and a plentiful serving out of "heavy wet;" but to a man who does not bet, and is not a particularly minute connoisseur in horse-flesh, these small races are more enlivening than the all-absorb-

ing ones of Epsom and Ascott, as one can get near enough to see and hear what is going on without the dense confusion of such excessive crowds.

It seems to me that in the round of any of our race-course circles it is impossible that it can be a fair trial of the exact speed of any one horse, since accident, and the goodness or badness of any given rider will make at any time more than the differences of the horses apart at the "coming in," and so many yards more to run for each horse, exactly as he runs close to the ropes or is placed further and further off in the sweep that ten or a dozen horses require, starting off abreast: the outer horses cannot get inside without allowing the inner ones to get before them, &c. &c.; besides the extreme unfairness of all starts where there are numbers, from the restiveness of the horses and the contrivances (that they cannot help) of the jockeys. A farmer near this town has two lads of sons who ride admirably, and made great "play" on the worst horses in the field (cock-tails). The day's sport wound up with pony races—(best of all in amusement)—and hurdle races; of all break-neck contrivances the most clever, were they not constantly so clumsily executed, some of the horses being sure to knock the hurdles down.

The choice spirits of Bridgewater dined at the George hotel, where the usual quantum of bad wine was swallowed, and speeches and toasts circulated.

So far so good; but I am sorry to say the town and its commerce is not what I expected to find; and, though something improved of late years, is still on a very slender scale. A dozen small craft (sloops) lay below the bridge in the little winding muddy tide river, chiefly laden with tiles, slate, and coal—a small long-shore trade that, generally speaking, gives no kind of life to the place at large; and here, as every where, few or no fishermen or their boats—even for the dozen sloops an extreme paucity of sailor-looking men or lads about. Is it that sailors are so out of fashion? "There is no demand for the *article*" in a trade point of view. No manufacture or activity in trade of any sort, if I except a few brick-yards; I believe there is one of coarse earthenware. One can never be far wrong in general appearances. Even a stray carriage from some country seat miles off is a rare thing to be seen in the streets. I indeed saw one, and was half tempted to take my hat off to its fair inmates, out of gratitude for their appearance. Here are no gentry that I could hear of, except the vicar and curate, and perhaps one or two quiet families, never seen or even heard of—so quiet, as not even to show on the race-course, where I was sorry to see so few equipages, so few fair faces of any fashion.

Across these flats, from Bridgewater to Axbridge, seventeen or eighteen miles, is a monotonous level of pasture fields, evidently reclaimed from the sea retiring. As far as the eye can stretch to the left the headlands on the coast are seen, and the light-house on the low shores of the bay, the hills that form the bold coast round to Ilfracombe, lowering and melting away as they form the southern side, approaching Bridgewater.

A novel feature appears here and there inland across the country, pointing out a new era in our forward movement—the poles and flags set up to mark the projected line of the great south-western railroad.



The first impressions of these new signs of the times is the doing away with our horses, and the encouragement of them—in itself very disagreeable; so I set myself decidedly against railroads, except for mere merchandise. I do not want to be whisked along across the country so fast as to blend the colours of the scenery, take away your breath, and cut your nose and ears off if against a sharp wind. I would as soon be a squirrel in the wheel of its cage. But then we shall be such gainers of time!—the very thing us unhappy idlers want to get rid of agreeably. This is talking very selfishly—I ought rather to hail it as a consummation devoutly to be wished to invigorate our stagnant country towns.

I forgot to mention that, at the “desire and under the immediate patronage” of the leading members of the turf—(who did not patronise it)—the poor little theatre of Bridgewater was opened for two nights. The first night the doors and gallery were crowded with the laughter-loving poor and youth of both sexes, as a great treat at sixpence; but, alas! the half-dozen boxes were melancholy empty, and the players and music quite good enough for such encouragement. It was impossible to sit it out; but even in this wretched state of things the enjoyment of the overflowing gallery made amends for the blank failure in every other thing.

Every body almost knows of the beauty and richness of the view coming in on Bristol, whether from the southern road or from Bath or Gloucester: it is most magnificent. I do not know any spot more likely to strike a foreigner or give him a better notion of our happy unions of the rich and romantic in our landscapes. The very smoke from the numerous manufactories, towering chimneys, with the masts of the shipping lying in the basins, adds to this peculiar beauty. As in all earthly things, on approaching and getting among all this, the charm of the distance vanishes; and should the tide be out of the little useful Avon, as you cross the bridge, the muddy shores and coal-black roads as you approach St. Mary Redcliff quickly dissipate all poetic feeling; the dirty narrow streets driven through at first will effectually upset any remaining admiration, until you fairly get down at the Bush, with all your common senses about you.

In very old towns where the streets are narrow and dirty, and the houses patched up from year to year from one century to another, certain calamities do a good that no collective wisdom or efforts can by any means induce: thus the horrid riots and fires at Bristol have renovated the Queen's Square and the buildings on the wharfs. This spur to building in one quarter, as “man is an imitative animal,” has had its effect in other quarters of the town: out of the old Broad Mead they have struck out two handsome arcades leading to some of the most tortuous and out-of-the-way streets, on the rise of the hill towards Clifton. All this has done good without making much impression on the good old picturesque houses that form the great mass of Bristol as it still is. King-street and many others are quite beautiful in the complexity of Gothic eaves, windows, gable-ends, and overhangings of the upper stories in the streets. Why do not our artists come here and elsewhere in England to sketch picturesque streets, instead of overwhelming one with so much *Prout* repetition at our exhibitions of continental gothic?

We are in this, as in most other things, so very foreign of late years, that I think we would do well to search for some little novelty at home. Every body is so knowing in Rome, Naples, Paris, Rouen, and Rotterdam, that poor Bristol, York, Exeter, &c., are left quite unknown to any but their own good inhabitants. If people would, like Sir George Head, talk a little more of home, and less of abroad, I will not say positively it would be better, but certainly there would be more interest in it and more useful information to ourselves.

What are our vague impressions of the rich and flourishing city of Bristol, of the salubrious and romantic Clifton?—(rebellious and conceited child, looking down with contempt on its rather dirty, grubbing old mother!) We have all general notions about one and both, and the beauty of the Avon gently winding between its precipitous cliffs, from the hot-wells to Pill, its sea-port and pilot village on the Severn. These notions, however correct, may be helped out by coming to close particulars—by taking a swift bird's-eye view of all the shades and changes that have stolen over this our third port, in most consequence, in the British empire. I should have to write a whole volume, nay three, to say what Bristol and Clifton is—where I have no more time nor even knowledge of it to say more than what it is not. Certainly a very negative way of describing a place; but my object is to incite its leading people to certain alterations in the state of things as they are, which I cannot help thinking will be much for their own advantage.

Bristol was much connected with the West India trade some twenty years ago, which trade has dwindled to almost nothing, and little is now left it but its trade in timber and pigs. My authority is my own eyes. I looked at the few ships in the basins—ugly stupid timber craft, mostly from the Canadas. I think there were two West-Indiamen, and one not looking sea-worthy, or intended for it—neither loading nor unloading. In short, the only show of shipping were the timber ships and the coasting small craft, and the only lively bustle of the basin wharfs created by pigs and passengers from the Emerald Isle—good things in their way. In the way of pigs, the road all down to the hot-wells is made very unsavoury by the droves of 800 or 1000 at a time disembogued on our shores. The pig-drivers are a shrewd, odd-looking set—a race peculiar. I am glad the trade in pigs is tolerably brisk.—were it not for this and the travelling world by the steam-boats, which load too in assorted goods for Cork and Dublin, the fine new stone custom-house, might shut up shop. In vain I looked for an American vessel:—not a mast of pitch or any other of their pines to be seen: the American trade, of which Bristol had some share years past, has deserted it, or so few and far between, as not to be worth mentioning.

The causes of all this decline in commerce are not the difficulties of the river or the port-dues exacted.—I can trace the whole of our apathetical decline in our own bottoms (including London and Liverpool) to the badness of those bottoms, to the utter neglect and stupidity of our ship-building “interests,” who, poor souls! every now-and-then get up a newspaper flare-up to bawl for protection—protection from their own wilful ignorance! They will go on building things that nobody willingly trust themselves on board of, nor send their goods by either. The



consequence is, that insensibly the Americans have usurped two-thirds of our carrying trade! It is notorious that any man going to America asks only for a Yankee packet at 35 guineas to New York; while our own ships, if there happens to be one loading (very seldom), will take him for 25*l.*, perhaps 20*l.*; but they have no chance of getting any body not extremely needy or most uncommonly patriotic. So of the cargo. The Americans can get twenty times the freights, even from our own merchants not immediately in the packet lines, that any British merchant-man can. And why is all this? Because the Americans sail so much better, are so much better found, and in consequence are better handled. Passengers and cargo are landed on the other side of the Atlantic in thirty days on an average—they *force* their passages; whereas, on an average, our ships (always by accident) are two or three weeks or a month longer. I say nothing of the increased risks in increase of days. Supposing our ships to be put together even more solidly than the Americans, it stands for nothing—the consequences are inevitable; nor is it possible any longer to shut our eyes to this state of things. To be sure every thing finds its own level, like water; but to us, as a great maritime nation, I for one feel it humiliating.

Were our men-of-war better built, better found, and better manned than they are; still, our Merchant Service is so wound up with it, and the well-being of our country, that some controlling steps should indeed be taken, at least to begin a remedy, by building none but ships at least on a par with the Americans. All other remedies, or attempt at remedy, will be contemptible. I appeal to our leading merchants. But if our President of the Board of Trade knew any thing about his business, and would appeal to them, it would be more efficacious. I wish the Home-Secretary would look to this question generally. Bristol, however, as every body knows, was, during the summer, made gay by a great meeting of philosophers, who talked a good deal of steam-boats and railroads, frogs and nondescripts, (silex created!) I wonder if one of them cast an eye to the shipping? I do not think it, if one can judge by the reports of what was said, the “thanks,” the “congratulations,” and the good dinners. Thus is your great philosophy swallowed up by your small—not that I see any harm in the kite-carriages on the downs: on the contrary, they are, as an amusement, and an ingenious contrivance, delightful.

So, too, did I admire, with all my heart, the bold bar of iron fixed from the St. Vincent's rock across. One day the clever engineer, Mr. Brunel, and young Claxton, went over on it, seated in their hanging basket. It is a stupendous undertaking—daring and grand in the extreme. Mr. Brunel has built himself a sort of Swiss cottage on the brow of the rock above the projected bridge, which I think very little ornamental, and not at all in keeping with the scene. I hope it is not meant to stand. Clifton has so increased of late years, that it is already a vast straggling city—to go to half the terraces, places, paragon, circuses, crescents, and squares, is a day's work.

In the same way Durdham Downs is being covered with villas and “places”—for unostentatious retirement of the genteel; and a Zoological Garden rears its infant walls and lodges for the sauntering of the promenaders—the gently curious in wild beasts sufficiently tamed; and



yet (in our right senses) there is no more melancholy sight than a cage-tamed wild beast! Poor things! the best of our town gardens is the incitement to the young and well-dressed of both sexes, enjoying themselves—surveying each other:—so far it is excellent. Aided by music, and the shows of flowers, it is one of the purest pleasures of London. But Clifton is a very unsocial watering-place. I am sorry to say it, but I was so impressed, after a fair trial. Like Leamington, every body is too much shut up. Would any foreigner believe, with all these beautiful walks, all the facility there is for a general promenade at some fixed hour, say on any one day (if every day's too often)? There is no such thing—straggling twos and threes dot the Downs, 'tis true; but why can't they admit a little of the vulgar crowding of Brighton, (where they push their Majesties before them, like a rolling avalanche,)—let us say near the Tower's Camera Obscura, or down to the turnpike-gate? Papas and Mamas, do try it—I'm sure you'd get your girls off your hands quicker. Why is so much beauty to be mewed up in-doors thus, and never seen or suspected till Sunday at church—where all the young men of course must not look profanely—or, at all, by rights? But they *do* look; and thence it is, the great show-off on both sides, and rolling of eyes, is exactly when it is not quite right—I mean exactly between the hours of eleven and one on Sundays. The ball-room at Clifton is in good preservation, not likely to want new flooring in a hurry; and the new Pump-room, down at the old hot-wells, (Eheu! quantum mutatis ab illo,) is absolutely deserted. In short, nobody even pretends to drink the waters or bathe at Clifton. A few unknown beings, in “Mortality-row,” under the rocks, may do such a thing; but it is perfectly under-ground, and merely preparatory to their being put under, themselves.

The only vessel building is a very large steamboat, calculated to carry 2000 pigs on deck.

[To be continued.]

#### POLITICS EN PASSANT.

Charters and chains! methinks ye are allied:  
 The despotism of many:—or, where not,  
 The legalized Usurper's march of pride  
 O'er wreck of throne and temple, tower and cot:  
 Foreign alliance, and internal rot  
 Of Amity's foundations: treaties tied  
 With threads of sand, and benefits forgot  
 That heart cement to heart, where no fiends hide.  
 And grafted on the bosom of the land  
 The canker'd boon of freedom—from abroad;  
 Flung from some insolent Aggressor's hand,  
 Rich in its courtesies as in its fraud:—  
 This—this it is, proud Spain! to quit the vile,  
 “March with the age,” and bask in Britain's smile.

M.

## THE OLD COMMODORE.

"Who is that old gentleman hobbling along there, with his crutch-stick, giving orders to his servants with such a stentorian voice?" inquired Mr. Crayon.

"That is the well-known Admiral Broadside, whom we denote The Old Commodore," replied Mr. Judgewell, the Mayor. "He lost his eye in the action off Cherbourg, and had his knee splintered by the bursting of a canister shot at St. Malo. He is often teased with the gout, which renders him rather testy at times, but in other respects is a hearty good fellow; and although quite an eccentric, his old heart overflows with kindness and humanity. The sea is still his favourite element: he cannot bear to lose sight of it for two days together, and consequently resides in a house near the seashore, planned by himself, and built under his own directions. A ship is to him the grandest sight in the universe; and so prepossessed is he in their favour, that even his house is built as near as possible in the shape of one. To-morrow is the anniversary of Lord Howe's victory over the Brest fleet, where his valour raised him to his present rank. He was sent home with the dispatches, and the King being much pleased with his gallant behaviour, the order for his promotion was given without delay. It is now six years since he retired from the service; but he makes a custom of giving a grand entertainment on each anniversary to his neighbours. There is to be a grand sailing-match and a sham-fight to-morrow, in which all the fishermen, and such as are skilled in nautical affairs are invited to join. The old gentleman is now busy in preparations, and generally plans the order of battle himself. He used to join in it, and take the command of a squadron of boats himself; but since the gout has laid hold of him his command has devolved on William Stedfast, a youth whom report states to be his nephew. He is bringing him up to the sea-service, and swears if he does not turn out one of the most expert navy officers that ever walked the deck, he'll cram him into a forty-pounder and blow him to the devil."

"I should like to be present at the fête," said Crayon. "How can I accomplish it?"

"Nothing more easy," replied Judgewell. "You have nothing to do but give him a call in the course of the day, send in your name, and mention your wish, and he will give you a hearty welcome. By the bye, you being an artist, will be a double recommendation. You have, I suppose, a few marine subjects in your portfolio?"

"I have only one or two," replied Crayon, "as it is not a study I have much followed; but I intend to do so, and that is one of the reasons which have induced me to take up my residence in this quarter: however, I will see what I have of that description, and will be provided."

"Well, meet me at the Hope at five o'clock," said Mr. Judgewell. "The Commodore will have risen from his dinner-table by that time, and we shall probably obtain an interview; but there is one thing I must premise to you—you must bear with his humour, and not a word or thought must be uttered against the Navy. Good bye, then, till five."

The Old Commodore had risen at an early hour, in order to complete

the preparations for the following day. He had constructed a fort, in which were placed sundry old muskets and blunderbuss barrels, which were to represent cannon, but which were to be manned and served by veteran soldiers who had lost either an eye or a limb in their country's service. Some of these veterans were so enthusiastic in the undertaking, that many of them came from a distance of twenty miles to be present at the anniversary. Two carpenters from the village were busily employed in constructing the fort, under the superintendence of Joe Dreadnought, an old sailor, who had served as gunner's mate to the Old Commodore ever since he had the command of a vessel. Joe was moored for life in the Commodore's establishment: he was his right-hand man, and combined the various stations of valet, footman, cook, and butler: in short, every thing except coachman, and that was quite out of Joe's line. He swore that coaches never could sail a steady course, as long as the helmsman was placed at the head instead of the stern: and when any of the village ostlers jeered him on the subject, his answer was:—"How the devil do you think a man can steer if he sits in front? How can he tell where the vessel is going to if he don't watch her head? And how can he see her head if the vessel is behind him?"

The Old Commodore had determined the sailing-match should take place in the bay; but the sham-fight was to be on a spacious lake which ran through his grounds. He took a trip towards the fort, assisted by his nephew, William Stedfast, and took a survey of the works.

"Hollo you, Joe," shouted the Commodore, "what the devil are you at there? Don't you see you have got your chief butment projecting the wrong way? Why, your rampart hangs over, instead of sloping inwards: if your fort was built of stone in that fashion a couple of twenty-four-pounders, and a handful of men, would oversway it, and tumble it all into the lake together."

"Please your honour," replied Joe, "it is built exactly after the manner of the fort at St. Domingo," and your honour cannot have forgotten what a d—'d deal of trouble we had to silence it. We gave 'em plenty of 24-pounders then; but they took no more effect than if we had discharged as many penny pop-guns at it.

"Why, you audacious son of a porpoise! do you dare to dispute with me as to how a fort ought to be built or attacked—I that have been in no less than thirty engagements, and have served in every station from the cabin-boy to the Rear-Admiral—I that lost an eye in the action off Cherbourg, and got my leg splintered by the bursting of a canister shot at St. Malo? But I'll catch you in your own net, Master Joe; I'll make you commander of that fort to-morrow; your French colours shall fly from the tower, and if my nephew here don't blow you and your fort to the devil together, I'll bring him to a court-martial."

"Please your honour," replied Joe, rather sulkily, "I a'nt no soldier, and don't understand nothing about defending castles ashore: but only set me afloat in a cockle-shell, and see if I don't do my duty like a British seaman."

"Hold your tongue," shouted the Commodore. "Go and make me a glass of grog, and let's have no more of your palaver."

Joe touched his hat, and away he went.



"That's an honest, brave, *obstinate rascal*," said the Commodore, as he looked after Joe. "There are few seamen to equal him now-a-days."

Joe returned with the Commodore's grog and a pipe: he handed them to him on a waiter, and looking in his face with an expression of anxiety, whispered—

"Must I command the fort to-morrow, your honour?"

The Commodore paused—put his pipe to his mouth—blew a few whiffs, and replied,

"No, Joe,—no. You shall be my coxswain at the sailing-match, and if any one tumbles into the water, you must pull them out again: you can do that well enough, because you have had good practice that way. And when the fight takes place on the lake you shall be my nephew's gunner."

"Say no more, your honour," responded Joe, joyfully. "Victory is certain: we'll give the French fort such a peppering, that she'll strike her flag in quick time."

The gate-bell sounded and interrupted the colloquy. A servant announced Mr. Judgewell and Mr. Crayon.

"Show them in—show them into the parlour," said the Commodore, and away he hobbled to receive them.—"Mr. Judgewell, you are welcome," said he, as he entered; and your friend also:—be seated, Sir—be seated. Joe, bring a can of grog, and serve it out. You'll visit us to-morrow, and see our sailing-match?"

"That is the purport of our visit this evening," replied Mr. Judgewell. "My friend, here, is very clever as an artist, and with your leave will take a sketch of the engagement."

"An artist!" echoed the Commodore, "then he understands the art of ship-building of course?"

"You mistake, Sir," observed Mr. Judgewell; "I mean a drawing-master—a painter."

"A painter!" echoed the Commodore. "Capital, by jingo! he's just the man we want:—your hand, Mr. Crayon; you shall set to work and make me a chart of the bay in order to guide the crews in the sailing-match."

"I would do so willingly," replied Crayon, "but it is quite out of my line. I have never drawn any charts; I don't understand that branch of the business."

"Not understand how to draw a chart?" exclaimed Commodore Broadside, in astonishment. "What sort of a drawing-master do you call yourself? Not know how to make a chart! Why, what the devil can you draw then? Can you draw a ship—a boat—an anchor—or any of those useful appendages to the arts and sciences?"

"Look on this, Sir," replied Crayon, as he presented a sketch.

"Well!" said the Commodore; "I see—it is a tree. What does this mean?"

"This, Sir," replied Crayon, "is an oak-tree. From this our ships are formed; on this the basis of our nation's glory is founded; and by the aid of this stately trunk England has produced a phalanx of heroes not to be surpassed in the world."

"Right—right, Mr. Crayon," exclaimed the Commodore; "it is a beautiful drawing. I must have it—it shall be framed in gold."

"Here is another," continued Crayon. The Commodore gazed on it with a look of discontent. "I don't see any thing particular in this," said he. "Here's a great blazing fire at the top of a ladder, and a parcel of fellows carrying loads that look like so many devils. I suppose this is meant for the infernal regions?"

"You mistake," rejoined Mr. Crayon, with a smile. "This is a representation of the great iron works in which the *anchor* is wrought."

"Beautiful!—beautiful!" exclaimed the Commodore. "Mr. Crayon, you are a d—'d clever fellow! This shall be hung up alongside of the oak."

"And here, Sir," continued Crayon, "is a sketch of the advantages to be gained by those two designs." So saying, he placed before him a well-drawn sketch of a man-of-war in close action with two of the enemy's ships. On the stern of the British ship was the word *Invincible*. The Commodore gazed on it with admiration; the colour rose in his cheek—his eyes glistened with ecstasy. He started from his chair, beat his wooden leg against the ground, and flourished his stick in the air as he exclaimed—"My own ship, as I live! The finest vessel in the world. She was as dear to me as if she had been my own child:—such a sailer too!—only to see how she'd prick up her ears, and cut through the water, if she saw an enemy within her reach. Ah, old girl," continued he, as he gazed on the ship, "it was on board of you that I lost my eye at Cherbourg, and got my leg splintered at St. Malo. Mr. Crayon, you have nothing to do now but to learn how to draw a chart, and then you will be the greatest artist in the universe. I must have this painting, cost what it will."

"Sir, it is yours," said Crayon, "and before I quit the neighbourhood I will furnish you with a likeness of Admiral Howe's ship, the Royal Charlotte."

The Commodore was delighted. They passed a merry evening, and parted under a promise of meeting early next morning.

At day-break, the various crafts that were to sail at the match began to drop into a line along the bay. The road was thronged with peasants and villagers, in their best clothes, pressing forward to view the pleasing sight. The village bells began to ring a merry peal, and the beach and surrounding cliffs soon abounded with smiling faces.

Old Joe had brushed up the Commodore's hat and laced coat—the one which he had not worn since the last anniversary; the same which he wore on the day his leg was splintered at St. Malo. Joe assisted him to put it on.

"Ah!" said the old Commodore, "whenever I get this coat on my back, I always raise my heart in thankfulness to Providence, when I reflect that it has never witnessed a single act of cowardice or dishonour in its wearer."

The old Commodore bustled out of the room, followed by Joe, and was met by his nephew.

"Come, bustle, bustle, boy," said he, to Stedfast; "get on board your boat, and get all your tackle well overhauled: you must win the wager, boy. There's a party of ladies coming to visit us, and among them a certain Miss Emmeline Winterton, who, I rather think, has answered your signals, so far as not being averse to sailing in company: therefore you must look out, Will Stedfast, and not disgrace yourself in

her sight, else you may get run out of your course ; and she's worth looking after, boy. She is a fine trim vessel ; well rigged, and carries twenty thousand guns—*pounds* I mean ; so look out, boy, look out. Now, Joe, heave a-head, and get our boat ready."

"All ready, your honour," replied Joe.

"Stretch along then, Coxswain, and let's aboard," cried the old Commodore, as he quitted the house.

No sooner did he appear on the lawn than the assembled crowd welcomed him with three hearty cheers, which were echoed by those on board the boats in the bay. The old Commodore's heart glowed within him ; he felt assured it was an effusion of sincere congratulation. He got on board of his boat, followed by Miss Emmeline and a party of ladies, who were escorted by Crayon and Judgewell.

The wager-boats were brought up in order for sailing, and off they went. Stedfast's boat was fourth at starting ; it was named the *Swift*. The old Commodore hailed him.

"You, William ! what are you after there ? Shall I send an old woman to steer for you ? Luff, you swab, or you'll go all to leeward. That's better—now port—there—there—steady—now there's wind coming to you : put your helm well over to the starboard—now she fills—keep her close—that's right, boy—now she feels it :—there she goes—third boat—second boat—cut away, Will Stedfast—save your wind :—now let her go a little—now she shoots ahead :—first boat—he has it—he has got to windward. Look sharp, you Tim Bowling, or you'll be left out of sight—ha ! ha ! ha ! well done ; but it's of no use, Will Stedfast has it. Bravo, my boy—well sailed i' faith ! You Joe, put your helm up, and steer me amongst the wager-boats."

Joe did so. The Commodore waved his stick in token of silence.

"Well sailed, my boys ; you are a credit to Old England ; and although my nephew has come in *first boat*, yet you have all worked so seamanlike, that you shall each have a few shot to stow in your lockers. Now, get ashore, and away to the lawn, and there you'll find a good stock of provisions ready laid out."

The air was rent with deafening cheers, and they adjourned to the lawn, where the rural feast was done ample justice to.

The sham-fight followed next : the boats were fitted out as gun-boats, each having a musket-barrel placed in front to represent a cannon. Will Stedfast led the attack, and was followed by the other boats. An old soldier, named Stock, commanded the Fort, supported by a train of staunch old fellows, who had seen good service. He peppered away at the boats in good style, and gave them strong doses of rockets. The old Commodore was busy in advising the boats how to work ; and after a hard fight, some of the assailants effected a landing, and the Fort struck her colours, and surrendered on honourable terms. Will Stedfast was invested with the medal of honour, which he received from the fair hand of Emmeline Winterton.

The old Commodore had been too busily engaged during the sailing-match to notice the attentions which Crayon had bestowed on Emmeline, and he little thought that Cupid had got on board and slyly done such execution. Crayon's eyes were riveted on the fair damsel ; and instead of taking a sketch of the sailing-match, his pencil had been employed in taking the likeness of Miss Emmeline Winterton.



The lightsome dance succeeded the feast, and the old Commodore felt no other regret than that of not being able to join in the merry maze; but wooden legs were not intended for dancers, and he was therefore obliged to content himself with his pipe and glass, cheered by the pleasing reflection that he was administering to the pleasures of others. It was not until the conclusion of the second dance that William Stedfast discovered he had left his hanger on board the boat, and not wishing his uncle should know of his carelessness, it having been a gift from him, he immediately went towards the lake to recover it. He had passed through a narrow path which led to the boat-house, when he heard his own name sounded in a stifled voice; he turned and beheld a man closely folded in a threadbare military cloak. They eyed each other steadfastly. The stranger repeated the name—"William Stedfast, I know you, although I appear a stranger. I have something of importance to communicate; but this is not a fit time or place to do so; meet me, therefore, at the cross-road to-morrow evening as the clock strikes eight, and I will then communicate a secret which will surprise you. Remember the hour, and be sure you fail not."

Thus saying the stranger quickly retreated. Stedfast stepped into the boat, recovered his hanger, and returned home. But sleep refused to close his eyes; he could not drive the mysterious stranger from his thoughts, and he arose next morning languid and unrefreshed.

Evening at length drew near. Stedfast quitted the house unobserved by any of the inmates, and bent his way towards the cross-road. The village clock struck eight, and soon after the tall form of the stranger was seen advancing.

"You are punctual, Sir," said he to William—"this augurs well; punctuality is most requisite to those who have to seek their living by labour, and that will be your fate ere long."

"Sir," said William, "I want to hear no observations respecting myself or my situation in life. If you have aught to unfold that I should learn, tell it at once; but rest assured I am the most competent judge of my own affairs."

"There you are wrong," interrupted the stranger—"you do *not* know your own affairs; you know nothing—you do not even know yourself; it is I alone who know all."

"I cannot suppose you know more than my uncle," said William.

"You have no uncle in existence," rejoined the stranger—"the Commodore is no relation to you whatever: you are a foundling, left to the mercy of any casual passing stranger. The Commodore found you, and brought you up as his nephew; he could not call you son, because he never married. Your father"—he paused.

"Speak," exclaimed William—"what of my father?"

The stranger eyed him sternly, but his brow soon relaxed, and he cast a look of pity on William. "Better you should for ever remain in ignorance of his fate; and you should never have known it from me had it not been rendered necessary in order to snatch you from the disgrace and infamy which threatens you. Your father, boy, was a soldier; one who bore the King's commission; he fought his country's battles, and sought for glory at the cannon's mouth; but, alas! he is now a fugitive, a desolate wanderer—he is now a deserter, perhaps a murderer!"

"A deserter! a murderer!" exclaimed William.

"It is too true," continued the stranger. "Your mother was a bright example to her sex—she lived in undisturbed happiness with her husband; yourself and your sister were the darling pledges of their love, and fortune smiled on their happy lot. But the clouds of misery were gathering round them, and threatened to crush their happiness for ever. An officer of superior rank to your father had cast a lustful eye towards your mother; he contrived to get your father sent on a matter of importance some distance from home. He visited your mother, but she was proof against his entreaties, and instantly wrote to inform your father of his conduct. But the villain, nothing daunted, watched his opportunity, and while your mother and your infant sister were walking on the sea-shore, he seized them, and hurrying them into a postchaise, drove off. You had been left playing on the sea-shore at some little distance, and, not being observed by the villain or his emissaries, was left behind. Search was afterwards made for you, but without success; and up to this hour your origin has remained unknown to all but ourselves. Your father received the letter, he hastened home; all was in confusion: your mother had been carried off, and you had strayed no one knew whither.

"Your father mounted his horse, and galloped off to the abode of his persecutor; he rang violently at the gate, and when the servant opened it, he rushed past him, and entered the house, calling loudly on his dear Eliza. Her voice responded; he found both her and her little girl; they flew into each other's arms; joy once more beamed on her countenance; and he bore them off in triumph. He attended on parade, and beheld the villain who had attempted to seduce his wife: he endeavoured to stifle the indignation which was rising in his breast, but it only smouldered to burst into a flame. He watched his victim; and when the parade was over, seized him by the collar. 'Villain! poltroon!' exclaimed he, 'receive the chastisement you deserve.' The wretch trembled: your father snatched the whip from his hand, and laid it smartly across his shoulders. This was an offence against the military law: he was arrested, and brought to a Court-martial; but, previous to the sentence being passed, escaped from his prison, and possessing himself of a pair of pistols, met his persecutor accidentally; he fired, and the villain fell. Your father fled, and has never since been heard of."

William was astonished, and doubted his sense of hearing.

"It is too true," continued the stranger. "Now, mark me: it is reported that an union is likely to take place between you and Emmeline Winterton; seek to avoid that match as you would avoid the jaws of death. You are on the brink of a precipice; one false step, and you are lost."

"I hate mystery," said William. "Tell me—why should I avoid the union with Emmeline?"

"Because," observed the stranger, "Emmeline 'Winterton' is your sister."

"My sister!" exclaimed William.

"'Tis really so," rejoined the stranger. "You had strayed from the beach, and wandered along the road side; an old sailor found and brought you to the house of the Admiral, who took pity on your destitute condition; adopted and brought you up as his nephew; and to him you are indebted for every happiness you have enjoyed. Hark! the



clock is striking nine: I must begone. Should you require to see me, you will find me on this spot when the sun is setting. But be secret, or you will ruin all. Trust none but the Commodore with your history; make him your friend—your adviser, in all matters of difficulty: he is a noble, worthy man, and will never refuse succour to those who need it." The stranger folded his cloak around him, as he said—"Once more farewell—be cautious."

He departed hastily: and William, fearing that his absence at this unusual hour might excite suspicion, hastily returned home. He found the Commodore and Mr. Crayon busy drawing the sketch of a new ship, therefore his absence had not been noticed. The sketch of this projected ship was at length finished, and the Commodore felt highly pleased with it. Mr. Crayon opened his portfolio, and requested the Admiral and his nephew to look over its contents, and make choice of any subject. They turned over several: at length the old Commodore took up the portrait of a naval officer.

"Eh!" said he; "Admiral Lord Howe, as I live, and a capital likeness, too! And who is this lady? Give me my spectacles, Joe."

The colour rose in Crayon's face, but he replied not. Mr. Judgewell smiled, as he answered for him.

"To tell you the truth, Commodore, that is a lady for whom my friend Crayon has a great respect; and if report is to be believed, lays claim to her hand."

The Commodore put on his spectacles, and looking earnestly at the drawing, started back as if he had seen a ghost.

"Fire and fury! hurricanes and tornadoes! here's a blow-up. It isn't Will's sweetheart, I'll be d—d! You can't have her, Sir—you can't have her; can he, William? She's bespoke, Sir. My nephew is to take her into commission. Eh! Will Stedfast. Why don't you speak? You stand there see-sawing like a ship becalmed in a ground well."

"Sir," said William, "I assure you I have the most ardent affection for Miss Winterton; but there are such impenetrable obstacles in the way, that she never can become my wife."

"D—n your obstacles, Sir," exclaimed the Commodore, in a rage; "perseverance will overcome all obstacles. When I was at the action off Cherbourg, I lost my eye, but I won the battle. When I fought at St. Malo, I got my leg maimed by a splinter, but I splintered the enemy's ship in return. Those were obstacles, but I overcame them all by perseverance: and so shall you, or you are no nephew of mine."

"Moderate your anger, Sir," said William, "and give me a few minutes' private conversation, and if I do not convince you that the thing is impossible, turn me adrift on the wide world to seek subsistence from charity—sink me to the same state of destitution in which I was when you succoured me."

"Why, you bold-faced swab," roared the Commodore, "who the devil told you I found you on the road-side, when you had been either lost or deserted by your parents? Why, you was too young to lisp a word beyond father or mother. Hollo! hollo! avast heaving; I'm getting my jawing-tacks loom too large." The Commodore suddenly checked himself; and looking slyly round to see if he had been observed,



his eye fell on Joe Dreadnought. Joe was seated on a stool, his elbows rested on his knees, and his chin lodged between his hands, and seemed, as it were, in a kind of quandary. "Well," said the Commodore, "what's the matter with you, Mister Joe? You look as gloomy as a thunder-cloud before it bursts."

"Please your honour," said Joe, "I was thinking——"

"Thinking of what?" inquired the Commodore.

"Of your honour," continued Joe. "I was puzzled——"

"Puzzled at what?"

"At your honour's change of tactics."

"Speak out, man," cried the Commodore; "let's have none of your gibing, but fair sailing, sirrah."

"Your honour used to say it was a hard case to condemn a man unheard; and you would scorn to do so." Joe delivered this in a subdued voice, but looked steadfastly in the Commodore's face while he spoke.

The Commodore turned his one eye aside, as he said—"Well, go on."

"And I was thinking," continued Joe, "as how you was condemning Master William without hearing what he had to say in his defence, your honour."

The Commodore felt the rebuke, and in a softened voice, said—"Joe, I remember something about it. Go and mix two cans of grog—one for yourself; my nephew and I will meet under a flag of truce—while you shall be the umpire. I plainly perceive I was getting out of my course: a squall came on, and had nearly drove me among the quicksands of discord; but you put the helm about, and brought me into deep water again in safety. You are a good sailor, Joe—a true heart. Go and get the grog, Joe. I am cool now. Go, go."

"God bless your honour," cried Joe, joyfully; "I'm off like a shot from a forty-pounder."

The clock struck ten—the usual hour for departure—when Mr. Judge-well and Crayon rose in order to take leave. The Commodore shook Crayon heartily by the hand, saying—"You'll come again in the morning, my young artist; never mind the little squall that happened just now; we shall be all right and tight again, I warrant; remember the old saying—'After a storm comes a calm.'"

"I am confident," added William, "after the explanation which I am about to give my uncle, Mr. Crayon and myself will meet better friends than ever."

They took leave and departed; William followed them to the door, and, shaking Crayon by the hand, said, "Mr. Crayon, this is the hand of a friend; from this moment your interests shall be mine; set your heart at rest; when we meet again you shall learn that which shall surprise and delight you."

When William returned to the parlour, the Commodore was sitting thoughtfully in his large arm-chair, beating time with his stick, as he sung—

"For the puppies, as they pass,  
Cocking up their squinting glass,  
Cry, 'There goes the old Commodore;  
The tough old Commodore;  
The gouty old Commodore.'"

Old Joe, entering at the moment with the grog and pipes, chimed in—

“ For the bullets and the gout  
Have so knocked our hulls about,  
We shall never more be fit for sea—  
No, never more be fit for sea.”

“ That we never shall, indeed !” observed the Commodore. “ But what the deuce made you bring three glasses—eh ?”

“ One for your honour,” replied Joe ; “ one for myself ; and one for your nephew. You wouldn’t go to cut off his allowance, would you, master ? I know I couldn’t stand it myself. Your honour can’t forget what happened between me and the doctor aboard the *Invincible*, when I was laid up with a fever. All his physicking and bleeding seemed to do no good ; and one day he said to me, ‘ Joe,’ says he, ‘ you must leave off drinking for a while.’ ‘ Sir,’ says I, ‘ if I don’t drink I shall die. A horse couldn’t live without water.’ ‘ Aye, aye,’ says the doctor, ‘ but I mean strong liquors. In short, Joe, I must stop your grog.’ ‘ Stop my grog ?’ says I. ‘ Stop my grog ? No, no, doctor, that will never do. You may board me with your pill-boxes and your jalap, and your bleeding tackle ; but if you stop my grog I’ll be ——.’”

“ Belay, belay, Joe,” interrupted the Commodore. “ Will Stedfast shall have his allowance ; so come to anchor round the table, and let’s listen to his explanation.”

William seated himself between Joe and the Commodore, and related the circumstance of his meeting with the stranger. The Commodore listened in silence, until William came to that part of the narrative which declared Emmeline Winterton to be his sister.

“ Hurricanes and tornadoes !” exclaimed the Commodore, “ Emmeline Winterton your sister ? Why, you dog, you’ll be worth ten thousand pounds.” William stared in astonishment ; while the Commodore continued, “ I speak truly ; your grandfather died a few months since, and left thirty thousand pounds behind him—ten thousand bequeathed to you father, and ten thousand to each of the children. Your father not appearing, was conceived to be dead ; your mother, therefore, possesses his share ; and had his son not been found, the remaining twenty thousand pounds would have become your sister’s. How overjoyed your good mother and sister will be when they hear that you are alive and well. But where’s the stranger who gave you this information ? We must have some clear proof that all is true.”

William explained that he would meet him on the following day.

“ We must have him here then,” said the Commodore. “ We must have no shy fighting on such an occasion as this ; it must be all fair and aboveboard. Joe shall go with you, and bring him, whether he likes it or not. All hands to your hammocks now ; and in the morning we’ll send a dispatch to Emmeline and her mother, and have them present when we overhaul the stranger’s log-book.”

When Mr. Judgevell reached home he found a sealed packet on his table, which had been sent express from London. It informed him that the wound which Colonel D—— had received was not mortal, as he soon recovered ; but was afterwards seized with a malignant fever and died. During his illness he had acknowledged his guilty conduct, and exposed the nefarious means he had used to work the ruin of William’s father. He had died in a most wretched state of mind, calling on the persecuted Captain Winterton to forgive him. The Colonel had been cashiered from the regiment, and his successor immediately represented

the circumstances to his Majesty, who had ordered the Captain to be restored to his rank, and his pay to be transmitted to him for the whole of the time he had been absent; but he could not be found, and was supposed to have died abroad, until a person gave information that he had seen him some months since, wandering as a wretched fugitive within the district of which Mr. Judgewell was the mayor.

Mr. Judgewell waited on the Commodore next morning to request his assistance in searching for the fugitive, as well as to break the matter to his wife and daughter.

The old Commodore informed him of the discovery that had been made, by which Emmeline and William were found to be brother and sister.

William had left the house accompanied by Joe, in order to endeavour to meet the stranger earlier than the time appointed. They succeeded; but the stranger appeared surprised and chagrined when he saw William was not alone; and would have retired, had they not prevented him, and after much entreaty persuaded him to accompany them, under a strict injunction that he should see no person but the Commodore.

When they arrived, however, William found there were visitors, and therefore placed the stranger in an adjoining room until the Commodore should be able to come to him.

On entering the parlour, William found Mrs. Winterton and Emmeline, Judgewell and Crayon, assembled. The letter had been read which restored Captain Winterton to his former rank: excess of joy had caused Mrs. Winterton to faint. The Commodore, who was unaccustomed to scenes like these, knew not how to act, beyond prescribing a stiff glass of grog, which he was preparing as the most likely method of recovering the lady, when he perceived William had returned.

"Now, William, where's the stranger?"

"Close at hand," replied he.

"That's right," said the Commodore. "Here's news—great news. Your father has been restored to his rank in the Army; his enemy, the Colonel is dead, and his villany has been exposed. The only matter to be accomplished is to find out your father's retreat."

"Oh, would he were here now!" ejaculated Mrs. Winterton as she revived; "that he could hear me call on his beloved name."

"He hears and he obeys the call," exclaimed the stranger, as he rushed into the room. A burst of joy succeeded.

"Fire and fury, but this is raking us fore and aft—stand clear, and let me see your father, you, William. Your hand—your hand, sir," exclaimed the old Commodore. "I congratulate you on your restoration: there, there, hug your father, you jade," said he, as he cast a glance at Emmeline; "and when you can be spared from him, I've got a deserving lad at hand, who would be glad to take you in tow for life. Up with your flag, Master Crayon, and let's see what tack you'll sail upon."

"I will intercede for him," rejoined William. "My father will consent when he is acquainted with his worth. As to my sister, I know her sentiments, and——"

"Come now, don't go to give us a long yarn, William," said the Commodore, "we have got a favourable breeze, and shall make a good voyage through life. You shall appoint me Commodore, and old Joe shall take the helm, and depend on it we'll steer you into the harbour of contentment, spite of all the storms or adverse winds that have assailed us."



## A POPULAR HISTORY OF THE STEAM-ENGINE.

— WEALTH being the result of a character impressed upon the natural productions of the earth by the labour and intelligence of man, it may well be supposed his attention and ingenuity were early directed to the means of increasing the effect and facilitating the operation of his physical exertions. A *primum mobile* may be obtained from three sources—manual power, the strength of animals, and from the agency of natural phenomena. In the earlier stages of society, and before communities were established, the necessities of mankind, we may suppose, were supplied by the operations of manual labour; but as the social state advanced, and became more complicated, wants were felt and desires engendered previously unknown; impelled, therefore, by necessity, or stimulated by desire, other means were sought after, and in time devised, by which the effect of man's physical force was multiplied, and applied with precision to the purposes of social life. Art, the offspring of necessity and reflection, soon discovered that the soil could be more effectually turned up for culture by a stake of wood or the branch of a tree than by the hand—animal labour was next applied to perform the most laborious parts of the work—and, lastly, when the united force of men and animals was found inadequate or inapplicable to the increasing wants of civilization, powers of unlimited extent were derived from the action of inanimate nature. Thus when the arm was wearied by which the oar was wrought and boat impelled, the strength of the wind was applied to give motion to the vessel through the intervention of masts, cordage, and sails, and the laborious and imperfect process of bruising the corn into meal, superseded by the more effectual action of a wheel, set in motion by a stream of water. By these, and such contrivances, we may suppose the various necessities of life soon began to exceed the consumption, a portion of which being reserved, the formation of capital was commenced, the construction of more perfect machinery undertaken, the powers of production increased in a greater ratio, which was followed by the accumulation of wealth, the precursor of civilization and refinement.

But of all the various machines devised by man for multiplying the effect of his labours, the steam-engine, for its stupendous power, exquisite mechanical arrangement, and scientific combinations, stands pre-eminent and alone. "By it," says a writer on the subject (Galloway) "rivers are made to rise vertically out of the depths of the earth; the fuel is torn from its rocky bed to supply our hearths; and those invaluable metals drawn from their profound recesses, which are alike essential to our national prosperity and individual comfort."

The steam-engine, in short, by employing our surplus population and accumulated capital, sustains the political greatness of our land, and enables the British merchant to compete with and undersell the manufacturers of every other country.

Although this powerful agent had been partially applied to particular purposes, it was not until about the middle of the last century it began to perform so important a part in the affairs of mankind, when by the unparalleled genius of Watt it was rendered applicable as a first-mover to every species of machinery. But notwithstanding the wonderful effects already produced it would be almost hazardous to predict what may yet be accomplished by improvement and more extended application of that powerful agent.

Be that as it may, the public mind at present is undergoing a remarkable and beneficial change on the subject of the application of steam-power to locomotive and commercial purposes, which is evinced in the numerous railroads in progress or in prospect, and the new lines of steam-

navigation projected or being rapidly established, and the unceasing efforts made by men of science to perfect the great first-mover of all. The speculation would doubtless be interesting, and by no means devoid of utility, to consider the changes in the moral and political world, which may be anticipated from the continued application of intelligence, capital, and enterprise to the great principal of *increasing the value and diminishing the cost of labour*—one of the most obvious and valuable results would be the bringing within the reach of many to whom they are now inaccessible a great proportion of the comforts, and nearly to all, the necessaries of life. The distance between countries would be virtually decreased, and commercial transactions rendered more safe, certain, and profitable: animal labour being extensively superseded by steam-power, a considerable addition to the food of the country would be obtained. The entire art of war, naval and military, would undergo considerable alteration, and the practice of navigation be simplified and improved. Lastly, steam-power being brought to render its assistance to the “world’s great labourers, and taught to plough, to sow, to harrow, and to reap,” inferior land could be cultivated at a remunerating price, by which England would be enabled to compete with other countries in the production of corn, as well as in the manufacture of woollen, cotton, and hardware.

Seeing, then, the important results to be expected from the general application of steam-power to the social condition and national economy of the country, it would appear to be the duty as well as the interest of every citizen of a state so circumstanced to obtain as intimate an acquaintance as possible with the construction, principles, and mode of operation of the powerful agent by which such beneficial effects are to be achieved.

There are at present four principal purposes in this country to which steam-power is applied, viz., mining, manufactures, locomotion, and navigation, each of which are of sufficient importance to form the subject of a separate treatise; but to a country so marked out by nature as Great Britain for commercial pursuits, every subject connected with maritime interests, or tending to the advancement of nautical science, demands the especial and serious attention of the community.

We have therefore arranged, in a few papers, a Popular History of the Steam-Engine, which we trust will prove equally acceptable to the general reader, and the members of those Services to whose benefit our labours are more immediately devoted.

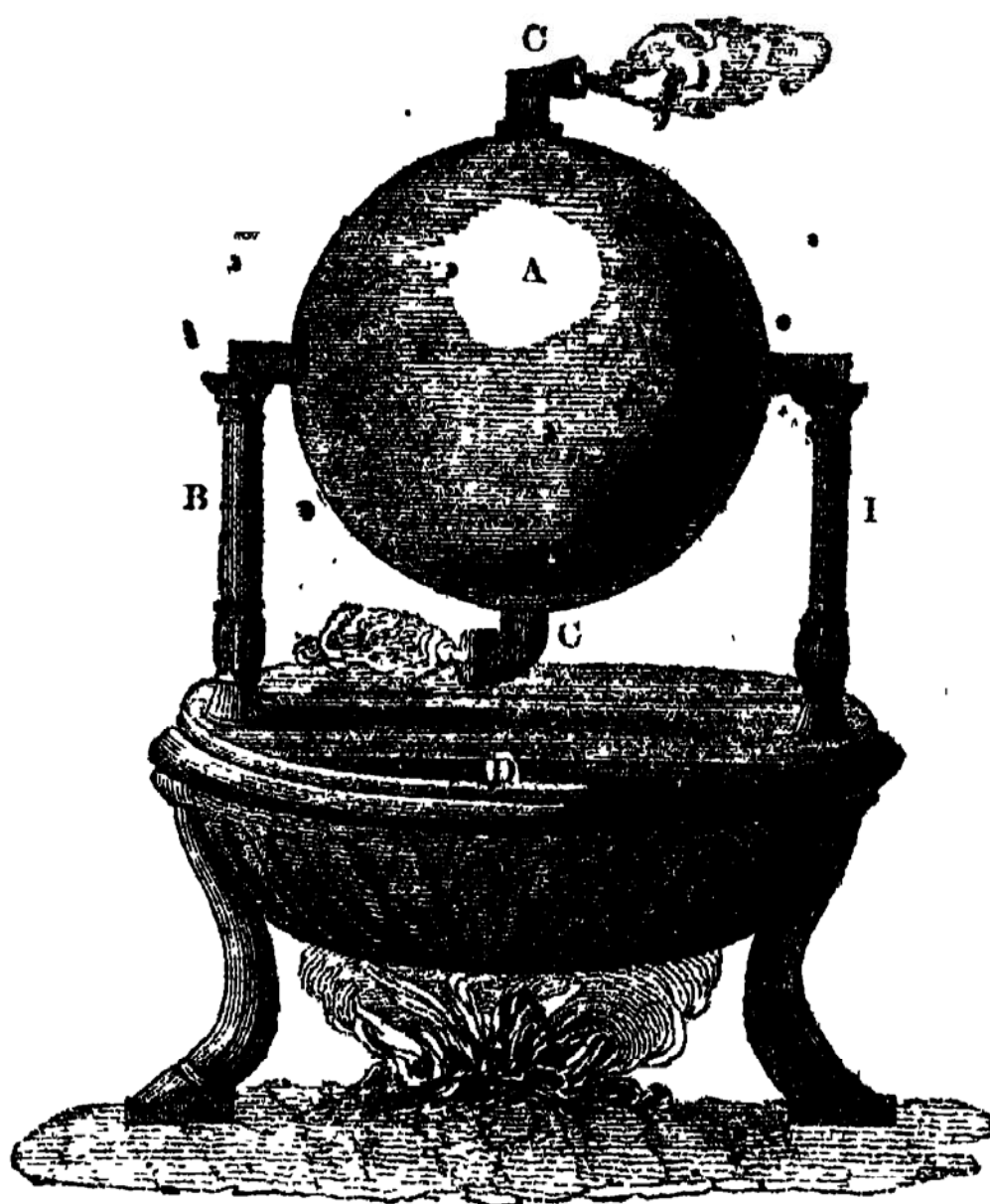
The steam-engine of the present day being a machine of a very complicated nature, depending for its power upon the action of various natural phenomena, the existence and nature of which were discovered at periods remote from each other, its invention cannot be assigned to any particular age or country, much less to any individual projector. These natural agents are caloric (or the matter of heat), water, and the elasticity of the atmosphere.

That water could be converted into vapour by the application of heat must have been known from the earliest periods; but we have no account of mankind being aware that the vapour so generated was elastic and capable of exerting when compressed a powerful expansive force, until about one hundred and thirty years before the Christian era, when we are informed that one “Hero,” a Greek philosopher, residing at Alexandria, eminently skilled in all the learning of that age, invented several machines of great ingenuity, an account of which is contained in a work called “*Spiritalia*,” one of the productions of that celebrated person which have descended to the present time\*. Among the inventions there described is a machine moved by the vapour of water. This consisted of a hollow sphere, *a*, (fig. 1) supported upon the tubes (*B B*) on which the globe revolves. These

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\* Edited by Commandine, in 1571.—Stewart.





*First Steam-Engine, Fig. 1.*

tubes are bent at right angles just outside the globe, having their lower ends inserted into a caldron of boiling water (D); there are also two other tubes (CC) which project from the surface of the globe at right angles to the former, bent at their extremities, in opposite directions. The steam from the caldron or boiler rushing through the hollow arms fills the globe, and the vapour issuing from thence through the bent tubes, acting on the external air in opposite directions, causes the sphere to revolve. Although this machine can be considered only in the light of a philosophic toy, still it is extremely curious, not only from its intrinsic ingenuity, but from its being the first machine that received motion from the elastic force of steam.

From the time of Hero no other notice of steam being used as a motive-power occurs until about the year 1002, when an account is given in Malmsbury's History\*, wherein it is stated, that "In the church of Rheims are still extant as proofs of the knowledge of Ghebert, a public professor in the schools, a clock constructed upon mechanical principles, and an hydraulic organ, in which the air escaping in a surprising manner, *by the force of heated water*, fills the cavities of the instrument, and the brazen pipes emit modulated tones through the multifarious apertures." In what manner the steam was applied in the above place it would be difficult from the limited description given of it to infer, but it is evident that the vapour (or steam) from heated water was applied to produce a certain effect.

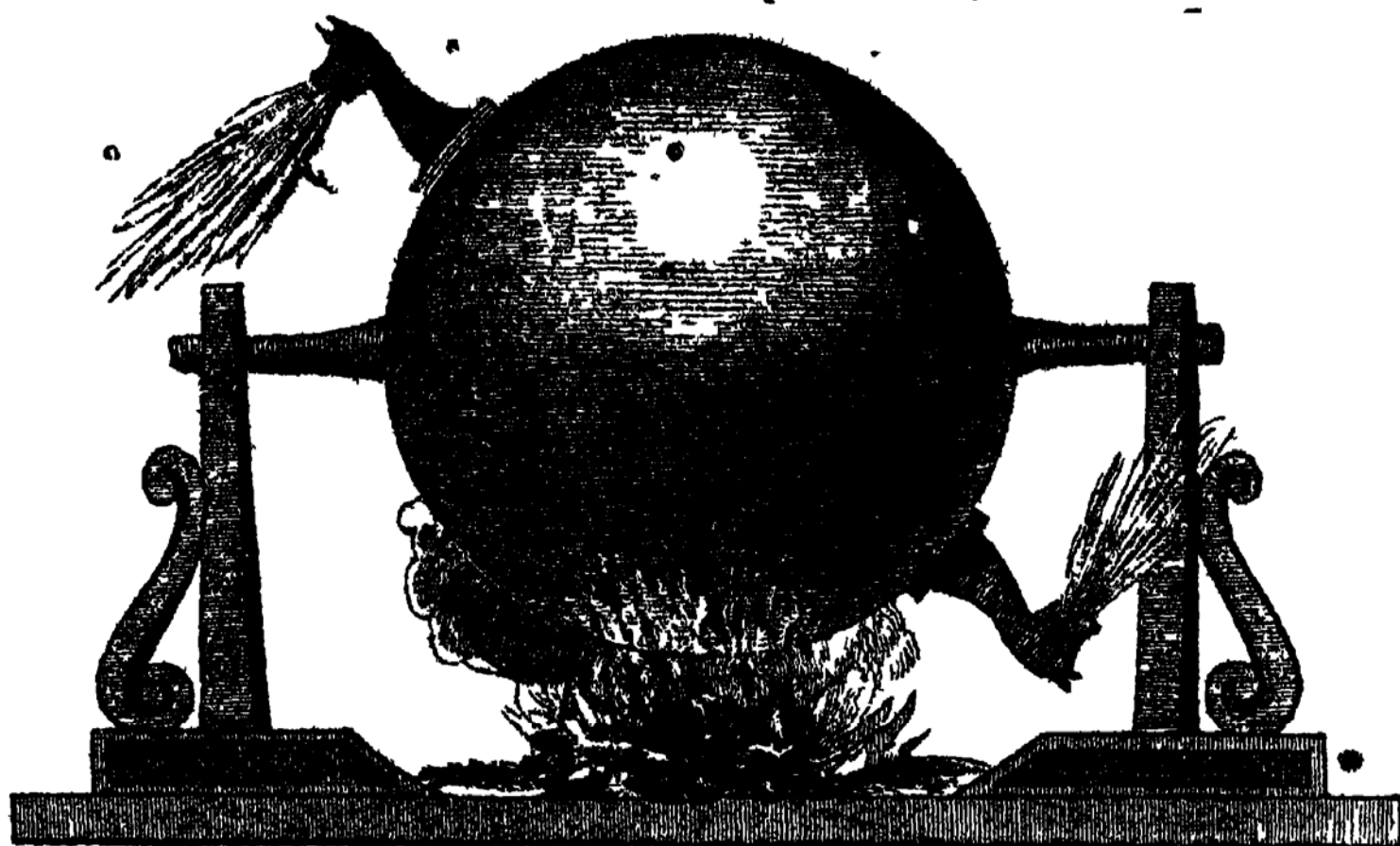
The next account of steam being used as a mechanical agent is contained in Young's Catalogue of Natural Philosophy†, wherein a machine possessing similar properties to the modern steam-engine is alluded to in a volume of sermons entitled "Sarepta," bearing the date of 1563, written by a person named Matthesius.

\* Mechanics' Magazine, vol. ii.

† Stewart's History of the Steam-Engine, page 4.

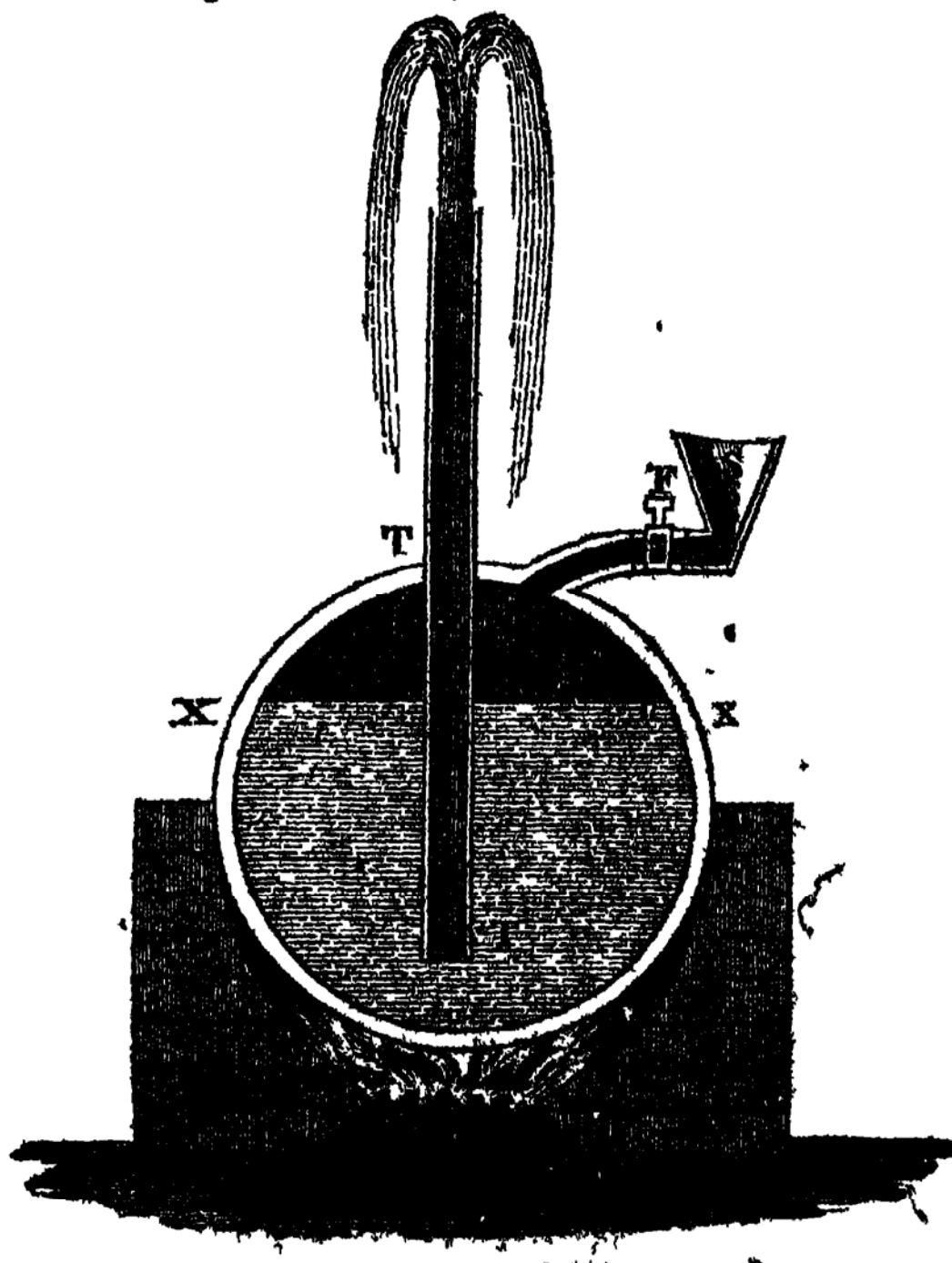


In a work printed at Leipsic about the year 1597, a description of a machine is given which received motion from the power of steam. It is termed a "Whirling Cēlipile," (or Ball of Æolus), and stated as being applicable to certain domestic purposes. This contrivance, as will be seen from the drawing (fig. 2), is nothing more than a bad imitation of the



*Whirling Cēlipile, Fig. 2.*

ingenious machine invented by Hero, the water being heated in the globe itself instead of in a separate vessel, from which it is manifest the inven-

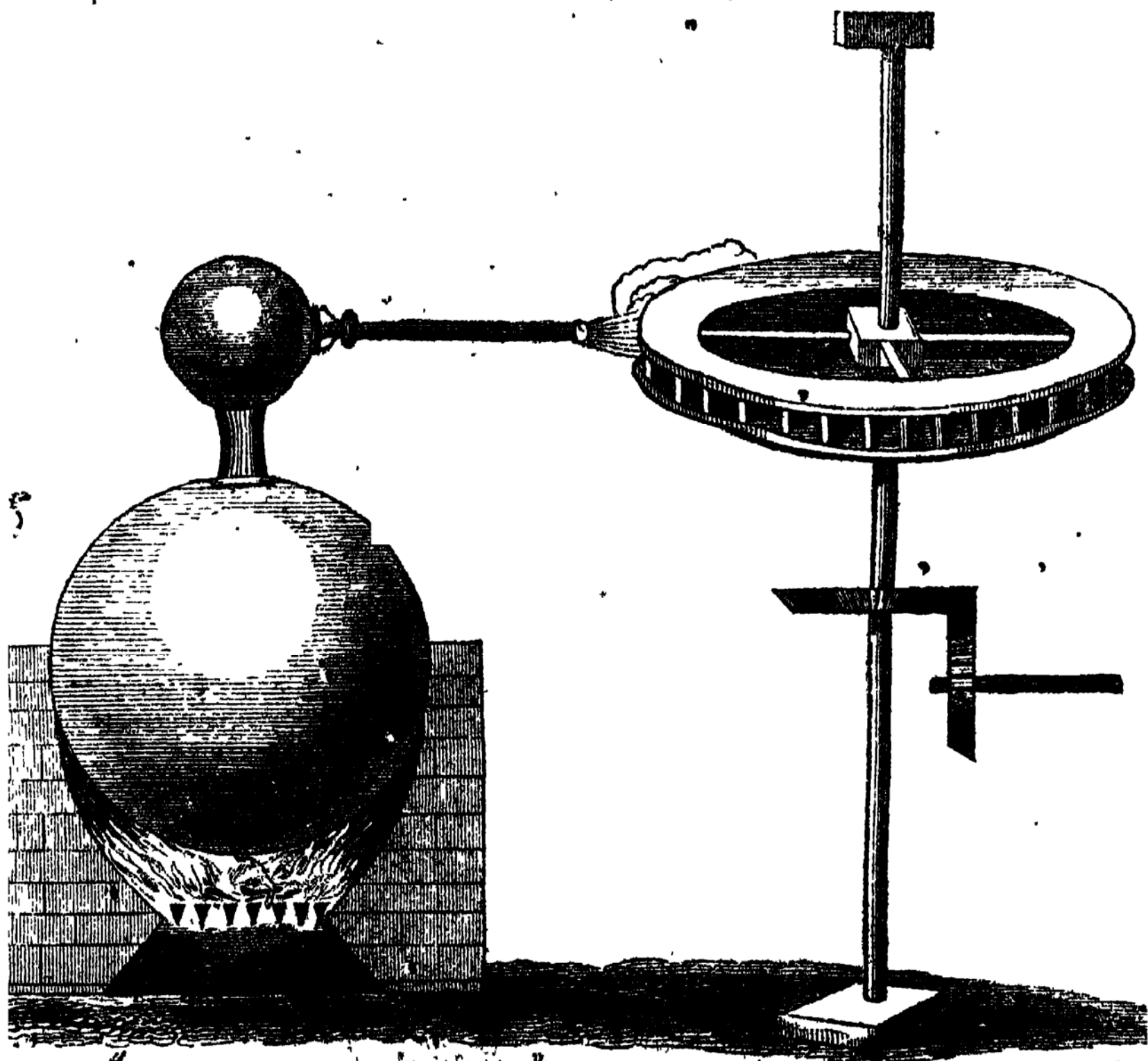


*De Causse's Engine, Fig. 3.*

tions of that philosopher, contained in the "Spiritalia," were not unknown at that period to men of science.

About the year 1615, Solomon De Cause, a French engineer of celebrity, devised a machine for the raising of water "by the action of fire," as it is described in a work published by him about that period at Frankfort, in which a number of mechanical inventions are detailed. The apparatus, as shown in fig. 3, consists of a hollow sphere ( $x$ ) nearly filled with water; in the top of which is inserted a tube ( $T$ ), the lower end of which descends nearly to the bottom of the globe, the upper end communicating with the reservoir into which the water from the globe or boiler is to be elevated; there is also another tube ( $S$ ) inserted near the former, having a funnel-head, and furnished with a stop-cock ( $F$ ), by which the boiler is supplied with water. The mode of operation of this machine consists in the steam generated in the globe pressing upon the surface of the water, and forcing it upwards through the pipe ( $T$ ), which is continued until the contents of the globe ( $x$ ) are nearly exhausted; the stop-cock is then to be opened and the boiler refilled with water. It appears also that De Cause was acquainted with the fact, that steam could be reduced by condensation to its elementary water.

About ten years after the date of De Cause's invention, Giovana Branca, a native of Rome, applied the elastic power of steam to impart motion to a mill. This he effected by directing a blast of steam upon the vanes of an horizontal wheel, as shown in our fourth figure, which was connected



*Branca's Engine, Fig. 4.*

by intermediate machinery to an apparatus for the pounding of drugs; but the effect of such a contrivance must have been extremely limited, the

expansive force of steam being in the inverse ratio of the space it is allowed to occupy.

In consequence of this invention Branca was thought by his countrymen to have been the inventor of the steam-engine; but although it is admitted he was a person of great mechanical ingenuity, the invention here spoken of was by no means original.

After this period the power of steam became more generally known among scientific men, and was applied by practical mechanics in a variety of ingenious ways, for the raising of water above its original level, which we are informed was at that time a favourite problem.

In the year 1648, mention is made by the learned Bishop Wilkins, in a work entitled "Mathematical Magic," of a machine of the nature of an "Ælipile," which he states to have been used as a species of blow-pipe "for exerting and contracting of heat in the melting of glasses or metals," and as being also applicable to many other useful and ingenious purposes. Bishop Wilkins is the first English writer who mentions the possibility of using the elasticity of steam as a motive-power; but it is not known whether the machine described in the "Mathematical Magic" was copied from Branca's book, or had been known in England previously to the date of that publication.

But of all those to whom the invention of the steam-engine has been ascribed, the Marquis of Worcester, from his genius and eccentricity, has most excited our wonder and admiration. In a work which he entitled, "A Century of the Names and Scantling of such Inventions as at present I can call to mind to have tried and perfected (my former notes being lost)"—dated 1663, the Marquis lays claim to the invention of a machine *for driving up water by fire*, in which it is manifest the elastic force of steam is used as the motive-power. This "Century of Inventions," as it is generally called (the MS. of which is preserved among the Harleian papers in the British Museum), may be considered as the index or synopsis of a number of extraordinary mechanical inventions, which, from the general ignorance of the principles of natural philosophy prevailing at that period, were deemed absurd and chimerical.

Although there can be no doubt the same idea may be original in the minds of many persons, when engaged on the same subject, we can by no means agree in the opinion of Professor Robinson, who states, "that the steam-engine was, beyond all doubt, invented by the Marquis of Worcester\*." The Marquis was unquestionably a man of learning and research, and therefore it is scarcely possible to suppose the inventions of Hero, Branca, and De Cause, or the writings of Bishop Wilkinson, a contemporary, could have been unknown to him; consequently the Marquis's claim must be limited to the ingenious and extended application of principles already known in the scientific world.

The description upon which the claims of the Marquis of Worcester rest is contained in the 68th article of the "Century of Inventions," wherein he says—"I have invented an admirable and forcible way to drive up water by fire, not by drawing or ducking it upwards—for that must be, as the philosophers term it, *infra spheram activitatis*, which is but at such a distance; but this way hath no bounder, if the vessel be strong enough. For I have taken a piece of a whole cannon, y<sup>e</sup> hereof the end was burst, and filled it three quarters full of water, stopping and screwing up the broken end, as also the touch-hole, making a constant fire under it; within twenty-four hours it burst, making a great crack; so that, having a way to make my vessels so that they are strengthened by the force within them, and the one to fill after the other, I have seen the water run like a constant stream, forty feet high. One vessel of water rarified by fire, driveth up forty of cold water, and the man that tends the work.



has put to turn two cocks, that one vessel of water being consumed, another begins to force and refill with cold water\*, and so successively, the fire being tended and kept constant, which the selfsame person may likewise abundantly perform in the interim between the necessity of turning said cocks."

This account, it must be admitted, is not very intelligible; but it should be remembered the Marquis was endeavouring to obtain a patent for his invention, and therefore it is not to be supposed he would have described his plan so accurately as to have enabled a rival projector to construct a similar machine. But the account is correct as far as it goes, and coincides perfectly with the forcing apparatus of the engine subsequently invented by Savery.

Several ingenious mechanics have endeavoured to construct a steam-engine on the data here given, but none have been able to accomplish it *exactly*, having in some particulars fallen short of or exceeded the conditions contained in the description. But it would be altogether unfair and illogical to infer, therefore, that the Marquis never constructed such a machine—the fact of his having done so would appear to be sufficiently proved by the circumstance of a patent being granted to him for the invention; for to what end could the Marquis have taken such a step, and incurred so much trouble and expense, if no such machine had been in existence? The best attempts to realize the conceptions of the Marquis of Worcester are those by Millington, Galloway, and Stewart.

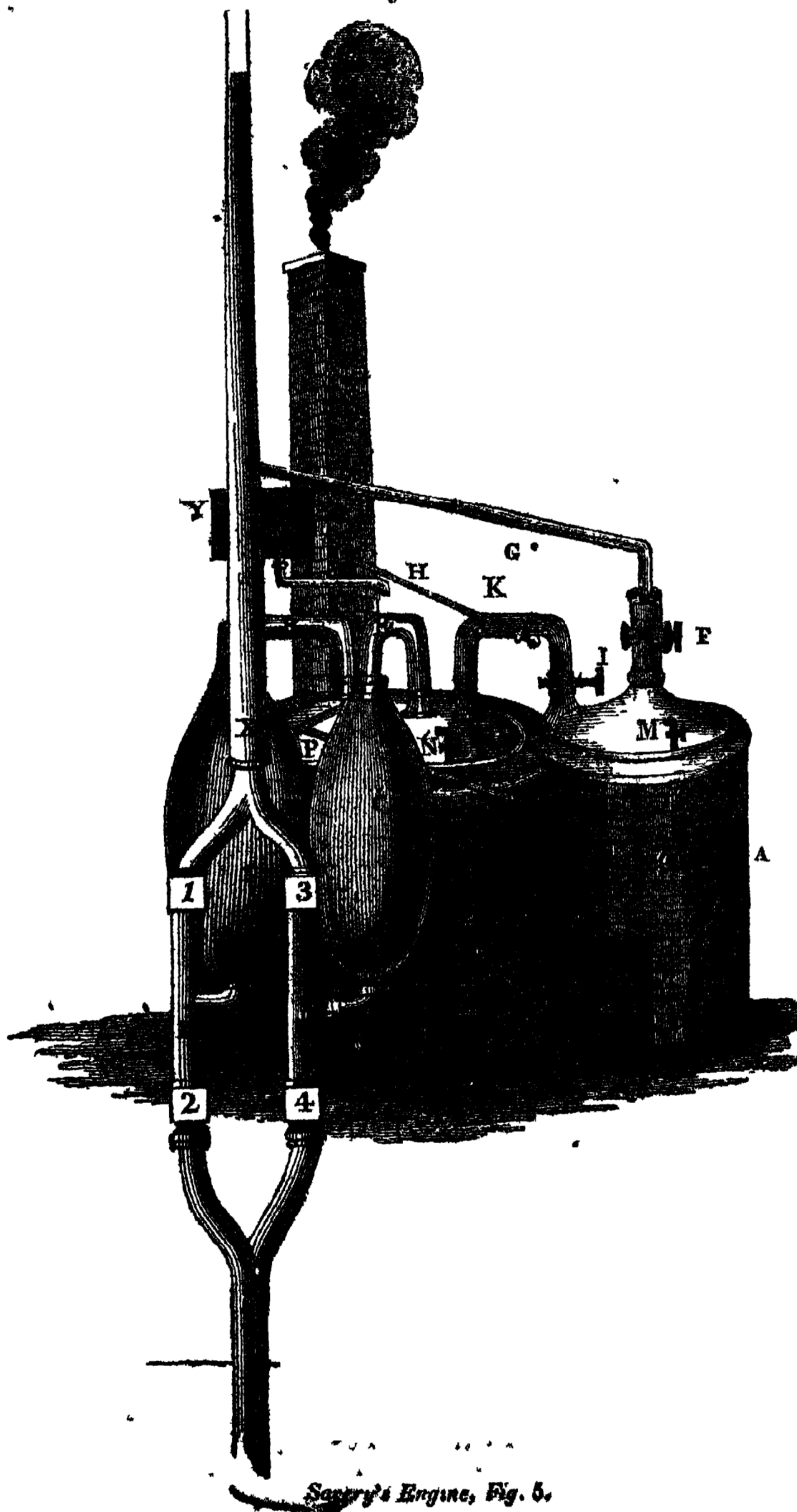
Some years after the death of the Marquis of Worcester, it appears Sir Samuel Moreland, an English gentleman of much ingenuity, endeavoured to obtain the patronage of the French Government for a plan, which he claimed as his own, for raising water by the force of steam. In the year 1683 Sir Samuel exhibited his invention before the French Court at St. Germain, but it does not appear his application was successful. No description of this apparatus is known to be in existence; but in all probability it consisted of some improved mode of actuating the water-works with which the French capital was ornamented; which supposition is rendered more probable from the fact that a water machine of a curious construction, invented by Sir Samuel, was placed under the pedestal of the equestrian statue of Charles II. in the centre of the court-yard of Windsor, removed to its present site in 1827. Nevertheless, some valuable experiments upon the elasticity of steam by that gentleman are preserved among the MSS. in the British Museum, among which it appears he ascertained that steam would occupy about two thousand times the space of its elementary water—a statement coinciding very nearly with the experience of the present day, which has determined that water when converted into steam, occupies about between 1700 and 1800 times its original bulk.

The next name on this illustrious list is that of Dr. Dennis Papin, a French Protestant refugee, a man of great mechanical ingenuity and acquirements as a philosopher, who was considered by his countrymen to have been the true inventor of the steam-engine; and, without doubt, the most important principles of that machine owe their existence to his suggestions. It was Papin who first proposed the working of a piston in a cylinder by the alternate expansion and condensation of steam. He also invented the steel-yard safety-valve and the four-way cock. It appears the Doctor had been engaged in some experiments to produce a first power with an air-pump, or series of pumps, worked by a water-wheel, but the

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\* This passage has excited the astonishment of every writer on the subject of the steam-engine, and has been considered by most authorities as a mechanical impossibility; this the writer cannot but feel surprised at, for the condition has exactly been fulfilled in the arrangement for replenishing the small feed-boiler of Savery's engine, which cannot be refilled except the process of forcing be actually going on at the moment.

friction was found to be so great that the project was laid aside. He then tried the exploding of gunpowder for the production of a vacuum, but with no better success; till at length, after many trials and difficulties,



*Savery's Engine, Fig. 5.*

it occurred to him a vacuum might be formed in a cylinder under a piston, by filling that vessel with steam, and thus to obtain a power from the atmospheric pressure by condensing the vapour by the application of cold. He also suggested that the piston might be again elevated by the direct force of the steam. This process is described by Papin, in a letter given in the *Philosophical Transactions*, 1697, p. 483; in which he proposes "turning a small surface of water into vapour by fire applied to the bottom of the cylinder that contains it, which vapour forces up the plug (or piston) in the cylinder to a considerable height, and which, as the vapour condenses (the water cools again when taken from the fire), descends again by air pressure, and is applied to raise water out of the mine."

Here, then, we have not only the principle of the atmospheric engine, which is worked by the pressure of the atmosphere acting against a vacuum produced by the condensation of steam, but also that of the high-pressure engine, which derives its motive-power from the expansibility of the vapour forcing up a piston against the atmospheric pressure. Therefore it would appear the inventions of Papin are more valuable and claim a higher regard than those of any other individual whose name has been associated with the steam-engine in its earlier stages.

The force of the atmospheric pressure had been discovered about the year 1630 by a disciple of the celebrated Galileo of Pisa, named Evangelista Torricelli, who, while endeavouring to account for the fact of not being able to raise a column of water by a common pump to a greater height than thirty feet, conceived in a happy moment that the water was compelled to rise in the pump-barrel in consequence of a vacuum being formed above it by the drawing up of the pump piston; which theory Torricelli afterwards verified by experiment with a column of mercury, in which he ascertained that the pressure of the atmosphere was equal to a column of about thirty inches of mercury, or one of about thirty-four feet of water of an equal base.

Having, therefore, at this period all the principles discovered and abroad in the scientific world which enter into the construction of the steam-engine—namely, the elasticity of the steam by Hero, the atmospheric pressure by Torricelli, and the working of a piston in a cylinder by the alternate expansion and condensation of steam, by Papin,—it is manifest the claims to originality of all those whose names have been given to the different forms and arrangements of the steam-engine, subsequently to the inventions of Papin, must be confined to ingenious combinations of those principles—in some of which, it must be admitted, appear as great power of genius and intellect as could be evinced by any original invention.

These different inventions and discoveries tended to diffuse the knowledge of steam power amongst scientific men, and to render its applicability to mechanical purposes more apparent. From the increasing depth of our mines and the corresponding difficulty and expense of draining them, strong inducements were held out to mechanical projectors to devise some adequate and economical power to meet the increasing demand for labour. These circumstances, we may suppose, called into existence the steam-engine invented by Captain Thomas Savery, a seafaring gentleman of great mechanical ingenuity, for which he obtained a patent in the year 1698.

The diagram (fig. 5) is a representation of Savery's engine, in which it will be perceived, that the steam generator consists of two boilers,  $a, a'$ , in  $a$ , the larger of the two, the water is vapourized, the other is used as a subsidiary or feed-boiler, to supply the principal one with heated water. The apparatus for applying the steam consists of two hollow oval vessels or receivers ( $C, C'$ ), the upper ends of which communicate with the large boiler ( $a$ ) by the horizontal pipes  $B$  and  $B'$ , and their lower ends with the branches ( $D, D'$ ) of the vertical pipe ( $x$ ). The communication between the receivers and the boiler can be opened or shut off at pleasure by a valve called the 'regulator,' which works at the inside of the boiler, and



is moved by the handle (*P*); one end of the vertical pipe descends into the mine, and is termed the suction pipe. The upper end is called the forcing or reduction pipe. In the branches of this vertical pipe are four valves, (1, 2, 3, 4,) all of which open upwards. A short distance above the receivers is placed a cistern (*y*) attached to the force pipe, from which it is supplied with water. From the bottom of the cistern proceeds a small pipe, having a cock at its end, which can be opened or shut by the handle (*H*), and is so contrived that it can be brought to play in turns over each of the receivers. *G* is a pipe by which the feed-boiler (*a'*) is supplied with water from the force-pipe (*x*), regulated by a cock at *F*, and (*K*) is a bent tube with a cock at (*I*), by which the steam-boiler is replenished with water from the small one. The level of the water in the great boiler is ascertained by the gauge-cocks, *n, n'*, which are two pipes of unequal length inserted into that vessel, the end of the shorter descending about one-third from the top of the boiler, and the aperture of the other to one-third from its bottom, it being necessary that the steam-boiler should never be less than one-third, nor more than two-thirds full of water. Therefore, on opening the gauge-cocks, should water issue from both of them, it is plain the boiler would be more than two-thirds full, but if steam from both be emitted, it would be evident the level of the water had descended below the aperture of the lower gauge-cock; but when steam is discharged from the upper cock and water from the lower one, then the water in the boiler is nearly at the proper level. This apparatus is frequently applied to steam-boilers at the present day. There is also a gauge-cock (*M*) inserted into the feed-boiler, the end of which reaches nearly to the bottom of that vessel, so that when steam is discharged from it, the engine-man is informed that the feeding-water is nearly exhausted, and therefore turns the cock (*F*), by which a supply from the force-pipe is obtained, through the pipe (*G*). When the water has descended in the principal boiler below the level of the lower gauge-cock, the fire is urged under the feed-boiler, and the steam generated in that vessel having no mode of escape, presses upon the surface of the water, and forces it up the pipe (*K*) into the great boiler, until water is discharged from the upper gauge-cock; when that is the case, the cock (*I*) is then to be closed, and the fire under the feed-boiler allowed to slacken. The above is a description of the principal parts of Savery's engine. We will now proceed to consider its mode of operation.

The fires being lighted under the boilers, and steam of sufficient strength generated in (*A*), the handle of the regulator is to be turned, and the steam allowed to flow into either one of the receivers (*c*) through the horizontal pipe *B*. At first the steam will be condensed by the cold surface of that vessel, but when it has attained the temperature of the vapour, the air which it contained will be forced out through the valve (1) into the reduction-pipe, and the interior of the receiver will be occupied by a pure steam. The flow of steam from the boiler is then to be shut off from (*C*), and turned into (*C'*), and the condensing-cock from the cistern (*Y*) brought to play on the receiver (*C*), the sudden effusion of cold water will abstract the heat from the steam and condense it, leaving a vacuum in that vessel. Into this vacuum the air contained in the suction-pipe will now rush, lifting the valve (2), (which opens upward,) and in consequence of its increased expansion, it will no longer balance the atmospheric pressure on the surface of the water in the mine below, which will therefore ascend in the suction-pipe, and partly fill the receiver. In the meantime, a vacuum having been formed by the same process in the other receiver (*C'*), and a similar effect produced, the steam is to be again turned into (*C*), where it acts upon the surface of the water with great force, and expels it from the receiver, through the valve (1) into the reduction-pipe (*X*). After all the water has been driven from (*C*), its place will be occupied by steam as before. The handle (*P*) of the regulating valve is then to be turned, and the steam from the boiler allowed to flow into (*C'*), by

which the water from that vessel will, in like manner, be forced up through the eduction-pipe, and the condensing-cock, as before, brought to play over the receiver (C).

Thus, while the water is being raised from the mine into one of the receivers, by the formation of a vacuum, it is expelled from the other by the expansive force of the steam, and so the alternation is continued.

We have thus briefly considered the principal working-parts and mode of operation, of the first steam-engine which had been practically applied on any extended scale in this country, or indeed in Europe, and which unquestionably did, to a considerable extent, realize the intentions of the projector. But from the difficulties attending the construction of engines upon Savery's principle, owing to the unskilfulness of the artisans at that time, the defects inherent in the machine itself, as well as the expense attending its application, the adoption of these engines for the draining of mines was very limited, and ultimately they were laid aside altogether.

It has been already shown, that the action of Savery's engine was two-fold. In the first instance the water was raised from the mine, as far as the atmospheric pressure would admit, and from thence that the fluid was driven upwards by the direct force of the steam,—now the atmospheric pressure being equal to the weight of a column of water of 33.66330 feet only, therefore, (supposing the vacuum formed in the receiver to be perfect,) the engine could not be placed at a greater height about the water to be raised. But, in consequence of a certain portion of heated water always remaining in the receivers, which, not being subject to atmospheric pressure, would vapourize at a very low temperature, it was found in practice, that the atmospheric pressure was equal to a column of water twenty-six feet only—plus the vapour remaining in the receiver; and consequently, the engine could not be placed at a greater height about the water to be raised than twenty-six feet. Secondly, in forcing the water from the receiver up into the eduction-pipe, steam generated at the boiling point, could effect nothing, it being equal only to the pressure of the atmosphere, therefore, in order to elevate a column of water to a height of thirty feet above the level of the engine, it was necessary to raise the steam to an elasticity equal to twice that of the atmosphere, or to a force exerting thirty pounds upon the square inch, and so on for every increase of height to which it was required to elevate the water; but, in increasing the elasticity of the steam, its temperature and that of the water from which it was generated, became also greatly increased, the effect of which was to weaken and ultimately destroy the metal of the boiler and the joints of the pipes, which, together with the danger arising from the elasticity of the steam, constituted serious objections to the adoption of those engines.

The waste of fuel, too, was enormous; it will be remembered, that in the working of the engine, it was required, in the first place, to fill the receiver with steam; but to effect that object it became necessary to raise the temperature of those vessels to that of the vapour. Then, in order to produce a vacuum within them, the receiver had to be cooled by a shower of water from the condensing cistern, and then being immediately filled with water from the mine, they were rendered almost perfectly cold. In this state the steam from the boiler was again turned into them, to force up the water; but before it could produce any effect, it became necessary that the surface of the water, and the portion of the receiver occupied by the steam, should be raised to the temperature of the vapour; this again caused an enormous waste of heat, as the steam continued to be condensed until an equilibrium of temperature was affected.

[To be continued.]



## MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

## ADDENDA TO THE MEMOIR OF SIR FREDERICK PONSONBY.

By an accidental omission in the Memoir of the late Sir Frederick Ponsonby, which appeared in our last Number, the employment of that lamented officer as Governor and Commander-in-chief at Malta (having previously commanded at Corfu), which office he held for a period of nine years from 1827 to October 1836, was not adverted to. Sir Frederick returned to England in 1836, having discharged the functions of that important government—latterly somewhat disturbed by the prevailing system of “agitation”—in a spirit of mingled firmness and conciliation, which gained him the affection and respect of the inhabitants and troops, and entitled him to the approbation of his own country.

Sir Frederick Ponsonby was married in the year 1825 to Lady Emily Charlotte Bathurst, second daughter of the late Earl Bathurst, and has left six children, the youngest born since his decease.

## FOREIGN MISCELLANY.

## BELGIUM.

THE Belgian Army consists at the present moment of 24 regiments; namely, 12 regiments of Infantry of the Line, of 44,983 rank and file; 3 regiments of Sharpshooters, of 9,327; and 9 regiments of Infantry of the Reserve of 24,014, besides 2,037 rank and file in detached companies. The Cavalry is composed of 7 regiments, of which there are 2 regiments of Chasseurs, mustering 2,968 men; 2 of Hulans, 2,968; and 2 of Cuirassiers, of 1,529. The Artillery consists of 3 regiments, in all 8,767 strong. These troops, in conjunction with the Staff, Engineers, Gend'armerie, &c., form a total force of about 100,000 men. It should, however, be observed that the Reserve is by no means in an organized state. The Belgian corps of officers consists of 3 Generals, 181 Colonels, Lieutenant-Colonels, and Majors, and 2,048 Captains, and First and Second-Lieutenants. The Dutch Army, on the other hand, is officered by 65 Generals, 209 Colonels, Lieutenant-Colonels, and Majors, and 1,962 Captains and Lieutenants.—(Brussels, 28th March.)

## AUSTRIA.

## THE CAVALRY.

This branch of the Army consists of 8 regiments of Cuirassiers, 6 of Dragoons, 7 of Light Horse, 11 of Hussars, and 4 of Hulans, independently of a regiment of Hussars, denominated the “Szekler”—Frontier-Hussars; to which, in time of war, the Dragoons of the Staff are added.

The twelve regiments of Hussars are recruited entirely from Hungary and Transylvania. The Hulans are drawn in great part from Galicia, and are armed not only with a sabre, short musket or carbine, and pistols, but with a lance, on which latter account they are often called “Lanzen-reiter,” *i. e.*, *litteratim*, lance-riders. The complement of a regiment of Dragoons or Cuirassiers is composed, in time of peace, of six squadrons; and that of a regiment of Light Horse, Hussars, or Hulans, of eight. Each regiment has an equal number of officers; but in the case of the Cuirassiers and Dragoons, the number of privates and horses is less than in the Hussars, Hulans, and Light Horse.

In time of war, a squadron of reserve is formed for every Cavalry regiment in the service, and officered on the same footing as all other squadrons; but the number of privates and horses is greater: at the same time, the privates of every squadron throughout the Cavalry are mounted, and their strength is augmented accordingly, as the exigencies



of the service dictate. Two squadrons form a division; but the first, or "Colonel's division" has no field officer at its head; the command devolving upon the oldest Captain in the regiment. The second, or Lieutenant-Colonel's division, is commanded by the Lieutenant-Colonel himself; and in every regiment of Cuirassiers or Dragoons, the Major has the third, or Major's division, under him. In those regiments of Light Horse, Hussars, and Hulans, which contain four divisions, the first Major commands the third, and the second Major, the fourth division; hence they are designated the first and the second "Major's divisions."

The Colonel is commandant both of the Cavalry as well as the Infantry regiments. Each squadron is subdivided into two wings, or four detachments (*züge*), and is in command of the first Captain, who has everything that relates to the victualling, equipment, &c., of his squadron, under his immediate charge; the details being conducted by a Quartermaster, or "*Wachtmeister*." One wing of the squadron is under the special control and management of the first Captain, while the other is committed to the second Captain. Every wing has its first and second Lieutenant; each of whom has a *zug* or detachment under him; and every detachment is again subdivided into three corporalships. The second Captain, as well as every other Captain and Subaltern in the regiment, is under the orders of the first Captain, and is bound to obey and aid him at all times.

The "Dragoons of the Staff," which are raised in time of war, consist of one or more divisions; the duty which they have to perform, extends to acting as orderlies at head-quarters, and in the store and equipment departments, furnishing escorts for the baggage and storekeeper's train, escorting the Staff on recognizances, and attending the Provost-General (*General-Gewaltiger*) in pursuit of plunderers and other offenders. The enlistment of any but native-born subjects into the Light Horse, Hussars, and Hulans, is specially forbidden.

## AFRICA.

### CHOICE OF SEASON FOR AN AFRICAN CAMPAIGN.

Upon an investigation of the campaigns of the Romans in Africa, it will be found that Metellus and Marius always chose the spring as the season for commencing operations against Numidia, which comprised the districts to the north and east of Cirta, the site of ancient Constantine: yet in these operations they had all the towns along the coast, no less than the abundant resources, which the rich province of Africa afforded them, to second them. They advanced through the extensive valleys that skirt the Atlas, and were enabled to make their circuitous way round this great rampart of Africa; while the French, who are not masters of Tunis, as the Romans were, are compelled to traverse this mountain. After repeated attempts, Metellus and Marius ultimately accomplished their object.

Anulus Postumius, on the contrary, who undertook a winter campaign, during the Jugurthine war, met with a total overthrow. He marched to Suthul, or Guelma, as it is now called, taking his way across the plains, at a time when the periodical fall of rain had converted them into swamps. Here his antagonists fell upon him, cut off his communications, and at length forced him to surrender with all his troops, and pass under the yoke.

It would be irrelevant to quote the example of Cæsar, who reached the African shore at the close of December, and landed at Leptis on the 1st of January; inasmuch as his operations were carried on in the flat sandy plains of the province of Byzæna, part of the present territory of Tunis, which are a fertile region both in spring as well as winter: and here it may be remarked, that the Beys of Tunis make choice of winter for their hostile operations,—a strong proof that neither the climate nor seasons, nor the means of subsisting troops, or the manners and customs of this

quarter of the globe, have undergone any striking change during the last two thousand years. Cæsar forced Scipio to give him battle at Thapsus on the 4th of April, for he had nothing so much to dread with his hardy veterans, and his Gallic and Italian horse, as the heat, and consequent want of water and forage; hence his impatience to bring the campaign to a close.

The expeditions which St. Lewis undertook against Tunis, in the summer months, and Charles the Fifth against Algiers, towards the end of autumn, proved disastrous failures. On the whole, we are warranted in concluding, that no season is so apt for any enterprise in this quarter as the spring. If a General leave Bona in the beginning of April, his troops will be favoured by a genial climate, and may prosecute operations without apprehension from the state of the weather; but if, as some have insisted upon, July be chosen for the purpose, the climate alone will put one-third at least of the combatants *hors de combat* in the brief space of a few days; for the epidemics originating with the exhalations from the swampy soil, are quite as virulent at this period of the year as the *aria cattiva* which hangs over Rome and the Pontine Marshes.

#### THE TOWN.

Constantineh stands upon a steep mass of rock, and extends over a spacious acclivity which leads round to the bridge. It is inaccessible on every side except that of Cudiat-Ati; at all other points it is encompassed by a deep ravine, through which the Rummel flows. It has all the appearance of a Spanish town: the majority of the houses have several stories, and are provided with windows. A considerable number of the dwellings are embosomed in plantations, and I was told, that every inhabitant possessed of a certain degree of affluence, has a garden attached to his residence, on which he bestows much pains. A considerable proportion of the houses are constructed with immense blocks of stone, which have been abstracted from Roman ruins, and are covered with inscriptions. The town has four gates: "Bab-el-Cantarrah," (the gate of the bridge,) which leads to the elevated plateau of Mansurah, on which we found some Roman ruins, and modern structures of a very humble description; in one of which the Duke de Nemours took up his abode. The head-quarters were established in a straw hut on this spot. The second gate is called "Bab-el-Rahbab," (the market-gate,) and leads to the hill Cudiat-Ati; the others are "Bab-el-Dshabiah" (gate of the crowd), and "Bab-el-Wad" (the river-gate). No sight of the two last can be gained excepting from the plateau of Mansurah, which lies opposite to them.

Constantineh is defended by several batteries; one of them lies next the Bab-el-Cantarrah gate, another next the Bab-el-Rahbab, and a third on the Kassobah, or citadel; below which was a fourth, whereon several four-and-twenty pounders were mounted. Independently of these defences, all the walls and houses adjoining the Bab-el-Cantarrah gate, on which our assault was made, were filled with Turks and Kabyles, who opened a well-directed fire upon us whenever we came within reach. But we were baffled by a far more inveterate foe without, and this at a time when we had not more than three thousand men fit for service. The snow fell in masses; the cold was unendurable: the frost of Russia and the mire of Poland fought against us under the sky of Africa. We had burst the outer gate; the engineers, destined to force the inner one, were unable to stand to their work; the storming-party, composed of five picked companies of the 63rd and 59th Regiments, were ordered back; and in another four-and-twenty hours we were all in full retreat. (From the correspondence of a German officer in the French Service.)



## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Sir John Cameron respecting the Battle of Busaco.*

MR. EDITOR,—Having noticed in the United Service Journal of last month, a long and confused statement on the Battle of Busaco, by Major Mackie, (then probably a Subaltern,) of the 88th Regiment, in which my name is most unceremoniously and unmercifully introduced by that Officer, I shall for the present content myself with observing, that, when he (Major Mackie) shall have proved by evidence—not by assertion and declamation, which, notwithstanding the complacency evinced by him, can never be “sufficient evidence” to convince—that the 9th British Regiment did not attack and drive the enemy from a rock eminence, which overlooks the back of the ridge of the Sierra to the right of, or within the ground allotted to the 3rd Division, it will be time enough to reply to that portion of this Officer’s remarks which have reference to my statements, without entering into the question, as to whether the eminence from which the 9th British Regiment was asserted to have driven the enemy was to the extreme right of the 3rd Division, or between the right centre and the 74th Regiment on the very extreme right; it must be admitted that, if it were the summit of the Sierra overlooking the back of the ridge behind which a road ran parallel to the crest of the Sierra, that Picton’s right, or right centre (which as to the results, is the same thing), would have been compromised, had not the attack, or a similar one, taken effect.

The French are too wary, and too well up to their trade, not to have sed and supported a column established on a point so important.

Discussion would be without point and useless, until it be proved that the evidence already adduced is fallacious, and that no attack by the 9th was made upon the French in force, upon an eminence overlooking and commanding a road parallel to, and in rear of the crest of the Sierra.

I may here add, that the 74th Regiment was not posted on the extreme right of the 3rd Division, and that the 5th Division did not fight at an intermediate point between Picton’s right and left flank, as confidently affirmed by Major Mackie, and so very ingeniously placed in his sketch of the ground, to suit his own purpose of disparaging the distinguished services of the latter Division on that memorable occasion.

I shall feel obliged to you to give place to this letter in your next Number.

I am, Sir, your obedient humble servant,

J. CAMERON, Colonel 9th Regiment.

Lieutenant-General.

April 15th, 1837.

*Omission of the Medical Department from the last Brevet.*

MR. EDITOR,—Your Journal being always open to give publicity to suggestions calculated to promote the welfare of his Majesty’s Service, may I request you will have the goodness to insert the following observations which have arisen from the circumstance of the Medical Department of the Army having been passed over in the distribution of promotion by the late Brevet.

The candidate for a Medical appointment must have been occupied, at least, six years in learning his profession. This can only be accomplished at a considerable expense.

The Commissary is not only spared an expensive preliminary education, but that is more valuable, by being qualified to enter the Army younger; he saves several years, during which he is receiving pay in the public service, and obtains promotion at an earlier age.



In proof of this assertion, I subjoin a statement\* of the course of education required by the Director-General of the Army Medical Department to qualify candidates for admission into the Service. On his appointment to a regiment, either immediately or soon after he has entered the Army, the Medical officer gradually becomes acquainted with the sentiments, habits, and character of the soldier, by which alone he becomes qualified for the execution of his professional duties. He embarks with his regiment for foreign service; lands, during war, on the enemy's coast; shares the fatigues, privations, hardships, and dangers of the field, and in action he is often under fire; whilst in the hospital he is exposed to every contagion.

The Medical Department repeatedly received the thanks of the Duke of Wellington during the Peninsular War.

The Commissariat under the protection of the Treasury has received an ample share of promotion in the late Brevet, which has been denied to the Medical department.

London, April, 1837.

M. D., AN OLD CAMPAIGNER.

#### *Service in India.*

MR. EDITOR,—Permit me to avail myself of a page in your widely-circulated Journal, to arouse the attention of every Briton who has relation or friend under the banners of the Merchant Kings of Hindostan, who is now, or has been, sacrificing friends, country, and health, to secure a competency, and return to his native land. While it is acknowledged by all conversant with the military affairs of India that something must be done to increase the prospect of promotion in the junior ranks, the Court of Directors have thrown out a bait merely to stop the mouths of a few of the most unfortunate hoary-headed subalterns and captains—vide “Enlargement of the Retiring Pension Regulations”—which is by all considered useless for the end proposed. A few may accept of the paltry income offered for twenty-three years' service; but as they will in all cases hold the rank of captain or subaltern, the line promotion is not increased thereby. The stagnation rests at the top of the list, and must remain while the present regulations are in force. The bait to field-officers must be better gilded. Many are men of first-rate abilities—all are acquainted with native prejudices and habits—some, from delicacy of constitution, or the result of disease contracted by climate, are unequal to the active duties of a soldier's life; and let me ask why might not such as have ability and inclination be transferred to civil appointments now bestowed on boys “let loose from school,” and thus relieve the Army List of some dead weight?

Military men have made good collectors, judges, magistrates, and governors, ere that incubus the Civil List was given to cramp the resources of the country by its exorbitant and disproportionate allowances. Having suggested the likelihood of accelerating promotion without adding to the catalogue of “Government disbursements,” I shall now proceed to a point which humanity alone ought to concede, and which would, if granted, help to brighten our withering hopes, and kindle gratitude in many a “wasted form.” I allude to the obligation of serving up all time spent in Europe on sick certificate. I shall take, for instance, a subaltern wounded in action, or it may be the effects of a residence in pestilential jungles, obliged at an early period of his service to seek, on medical certificate, a restoration to health in his native clime; he returns, and may again, ere his period of service be half completed, be forced to leave his profession and prospects on a similar errand.

Meanwhile his duty is performed by his brother officers, and the Com-

\* This formula, which is lengthy, want of room constrains us to omit; but we shall endeavour to give it, either entire or in substance, in a future Number.—Ed.

pany pocket the difference of pay, that is to say, save the Indian allowances, giving the sick officer English pay during his absence from his regiment, and a free passage home—if of the rank of subaltern, his outward passage he must himself defray: We shall now perceive that the Government with the subaltern are on pretty even terms as to money matters, though the subaltern must get into debt returning, unless paid by the military fund, which he can only be entitled to once. The Government with a Captain save the whole of his allowances (Indian) during his absence; and as with the subaltern, his brother officers perform his duty.

The effect, then, of this regulation on promotion appears to be, that however much the sick officer may desire to give his place to abler hands, he is unable to retire, his period of service must be completed—he goes backward and forward on sick certificate, his duty falling on his more fortunate comrades—promotion is retarded, grumbling ensues—discontent follows. It may be argued that if sick leave is included in the period of service, there would be numerous malingerers. Leave that, I answer, to the surgeons. Sick certificates and death are at present pretty nearly synonymous terms. Medical certificates may be modified—a trial of the Cape may be first insisted on; but whatever arrangement may be thought necessary on this head, let the period of service be calculated from arrival in India, including all leave on medical certificate afterwards. Old sickly officers at the head of regiments, so numerous now, would thus find an asylum on the Pension List, or should be forced to invalid.

In the corps to which I am attached more than one officer has returned to Europe three times on medical certificate, and several twice. These—at least several of them—from old age and debility of constitution, ere they can have completed twenty-three years of service, must be considered as disqualified for the active duties of their profession, though all the time occupying the place of efficient officers.

Take, for example, a Major who has been to England three times on medical certificate, and the senior Captain of his corps not once, the former must actually be thirty-one years in the service before he can retire—the promotion of the latter is thereby, I say, unjustly delayed; and as he probably is a family man, he cannot retire on the pittance of his rank—what a different prospect to him and to his regiment had the Major been permitted to retire, or forced to invalid nine years sooner, or, in other words, at the completion of twenty-two years from his arrival in India, including, of course, leave on medical certificate.

Having thus viewed the regulation as affecting others, let us now look how it bears on the sickly officer himself. He has lost his health in the service of his employers—it may have been caused by various circumstances too numerous in the life of an Indian officer to require particularizing here—and he is now doomed, after perhaps severe suffering for years, to find his return to home postponed in proportion exactly to the number and duration of his furloughs on medical certificate, which is only granted after minute investigation into the state of his health by the Medical Board, a Medical Committee, or Superintending Surgeon, and sometimes by all of these checks. There is no service in the world where, in addition to the chances of wounds, or death in battle, common to all soldiers, so much risk of another nature is incurred. The Indian officer has to face an invisible and often invincible enemy in the jungle malaria—ordered with his company to march, he braves that death a thousand times more appalling than the din of fight, where, surrounded by his comrades, encouraged by the very wildness of strife, the spirit-stirring sound of martial music, with “all the pomp and circumstance of war,” he heeds not, feels not danger; but companionless to “trace the forest’s shady scene,” for months to be unblessed with the sound of his native tongue, stretched, perhaps, on a bed of sickness, attended only by semi-barbarous hands—the mind recoiling on itself—enjoyment, society, friends, far away—these are the evils peculiar to our Service.



His Majesty's troops are seldom or never detached in small parties, but when they are, the officer commanding them has kindred sympathies around him, hears his own language spoken, and sees his countrymen beside him. Sound then, Mr. Editor, a note of "compassion" for your banished friends—sound it loud and high, till it be re-echoed from each bosom that mourns a son, a brother, a kinsman, or a lover exiled—sound it till the Leadenhall kirks are melted into brightening the present hopeless prospects of a once

JOLLY CADET, and six years Subscriber to the U. S. J.  
Camp, Penangtoday, 2nd September, 1836.

### *The Volunteering System in India.*

MR. EDITOR,—A great deal has been written of late about the relief of corps from foreign stations, and especially pointing out the hardships and injustice of leaving regiments so long in India; all of which I fully acknowledge. I also entirely coincide with the able article in your November Number, which, in the excellent plan proposed of a kind of triple relief, lays down ten years as the longest period which a regiment should be kept in India, (having gone there direct,) in lieu of the hitherto cruel system of banishment for eighteen, twenty, and twenty-five years at a stretch. But, after all, this would only prove a partial benefit, viz.: to the officers and the few men who might return with them, unless the system of volunteering were materially altered also.

What is the use of lamenting the expatriation and separation from their families of men for so many years in a country, the climate of which prevents the return of most of them; and what is the use of devising remedies for such a crying evil, by shortening the stay of corps in India, if every possible inducement is held out to prevent those very men from accompanying their regiments to their native land, when their Indian service is at its close, by offering them all, without distinction as to age, a bounty to volunteer into other corps? Indeed there is now no preventive whatever to men's volunteering, the only distinction made being that men of positively bad characters are debarred receiving any bounty. This, however, is no prohibition; and thus old and young, good and bad, volunteer alike: and the climate most probably soon terminates the life of many who might, had they accompanied their regiments to England, have served their King for many years, and passed the winter of their days in comfort with their friends. But this is merely a consequence to themselves.

The public also, I maintain, suffers considerably from the same cause. Most of these men had probably served in India with other regiments for many years, and acquired all the dissolute habits and relaxed notions of discipline incidental to a long residence in a tropical climate: these they carry with them to practise in their new corps, (perhaps lately arrived in the country,) which they soon manage to inoculate with their own system; or, should it previously have been any time in India, they act as a strong reinforcement and addition to an evil already undermining the discipline and *morale* of the regiment.

In this respect, I maintain, the service at large suffers severely; and I am well aware that a good batch of 100 or 150 recruits would be a far more acceptable reinforcement to a regiment in India than the same number of old stagers in the shape of volunteers; the former being easily managed and moulded into proper habits, and, at all events, not likely for some time to acquire the dissolute propensities of the latter.

All this might be easily remedied by prohibiting men volunteering after passing the age of twenty-eight, or being eight or ten years in the country; all under that period of service may be considered as very young soldiers, and would consist chiefly of recruits who had joined their regiments after its arrival in India, and who might be allowed to volunteer without the risk of their assisting to demoralize other regiments: while those from



which they volunteered would still retain in their ranks, for many years, some of their best and most efficient men, instead of returning to England mere skeletons, and even those skeletons hardly worth a straw.

The last regiment from India has now been in England upwards of eight months, and, I understand, is not complete in its numbers even yet. The head-quarters consists almost wholly of recruits without arms, nearly all the old soldiers (few enough certainly), and some of the earlier recruits being detached; and thus the regiment is, and must for some time yet, be completely ineffective, and even when effective, must, like all others similarly circumstanced, remain for many years an entirely new and raw regiment of boys.

As for any expense that might be incurred by bringing regiments home—freightage is now so much cheaper than formerly, that I conceive such additional expense could be but trifling, and that even it would be saved by the diminution of deaths that will be the result compared to the present casualties, arising chiefly from the dissipated lives led and bad examples set by the old stagers, leaving alone the immense gain to the Government and the Service, by the much higher and more effective state of discipline in which regiments in India could then be kept than hitherto.

These few remarks have been hastily written, and although volumes might be added, I have not time to enter more minutely into the subject; I nevertheless trust they will attract the notice of those whose aim and object it should be to render the Service as efficient as possible in every quarter of the globe. I can only say that, in my opinion, it is a subject which merits the deepest consideration and attention, and which I hope to see more closely investigated by some abler contributor to your pages than—  
TESTIS.

### *Naval Signals.*

MR. EDITOR,—I have invented a system of signals which will, in my opinion, surpass in several points the best now in use, which I believe is Captain Marryat's, and with his I will compare mine.

Captain M. requires sixteen different flags. I require only five different flags and duplicates of them; say, in all, ten flags.

Captain M. cannot repeat a number twice; for instance, he cannot make 11, 22, and so on; I can; and I can make 212, 1111, 1216, and a great many other numbers, by hoisting only two flags, whilst Captain M. requires a flag for each cipher. I can go as far as 21,998 with far fewer exceptions than Captain M. can; and I can make 21,998 by hoisting only four flags: I can make 21,819 with only three flags. I can make the communication given as an example in the beginning of Captain M.'s code with twenty-eight flags; he requires to hoist thirty-three flags.

I do not wish it to be understood that I can make every number; for instance, I cannot make 9998, 6667, as I cannot repeat a number three times, but I can make 9966, 8877, and so on, which Captain M. cannot do; and very often in making a number of three or four places I can save hoisting two or three flags; thus there is less chance of making mistakes.

I may also remark that my flags will be more easily seen at a distance than any other code I have seen; and that I have a very simple means of displaying them when there is no wind. I can also easily apply the system to night signals—all which I hope you will allow are advantages.

If you wish, I shall be happy to show them to you, and, if you think proper, shall prepare a description of them for insertion in your valuable Magazine. Yours truly,  
ROB. S. NEWALL.

3, Crown Court, Philpot Lane, 3rd February, 1837.

\*.\* With two flags I can make sixteen changes, only four of which Captain M. can make with his sixteen flags.

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, April 21, 1837.

MR. EDITOR,—On the 31st March, 1837, the Whig Board of Admiralty, in the plenitude of their wisdom and power, suppressed the Royal Naval College, an establishment that had flourished under a variety of administrations, for upwards of a century, and produced a very considerable number of able and intelligent officers. (Although it has been a common practice for many to say they never heard of a good one coming out of the Academy or College, the names of the late Vice-Admiral Sir Henry Hotham, and the present Rear-Admiral Sir Philip Broke, and Captain Hyde Parker, are sufficient to show that they talk at random.) The extraordinary part of the transaction is, that from first to last no official reason has been assigned for doing so, nor has any substitute yet heard of been provided for a systematic public education of young naval officers; and, considering this country as a maritime nation, it must appear strange to foreigners, that, when every other power that can boast of possessing a particle of sea coast has a national college or seminary for sea officers, Great Britain, the first naval power in the world, is without one. From what may be gathered from the public papers, it appears that all volunteers and midshipmen are in future to be educated or instructed on board a man-of-war, and in consequence an improvement to take place in the class of schoolmaster. As many as twenty persons from the university are said to be ready to jump at the duty, with a promised increased stipend, which by the way is to be collected from two or three sources, viz., sea pay, Queen Anne's bounty, contribution from the youngsters' pay; the party to mess in the ward-room, have a cabin, uniform, &c.; the increased pay estimated to be about 200*l.* a-year. This for men from the universities of Oxford or Cambridge will be laughed at, and after a short trial will fall to the ground, and some new method adopted: for, setting aside the first expense of joining a ward-room mess, outfit, &c., which will be about 60*l.*, a schoolmaster upon 200*l.* a-year cannot save money; and as in that class honour and renown are not the objects, it may be supposed the principal motive of an educated man entering upon the disagreeable and onerous duty of teaching navigation to midshipmen, would be to save some provision for old age, &c.

However, a few months will determine the question as to the policy of abolishing an institution, which, if kept filled up, would more than pay its expenses, or of speculating upon a new and consequently untried system. The examination of the qualifications of these schoolmasters is not yet decided, nor is the mode of their instruction arranged; for of course the same plan must be adopted in all ships. The examination of midshipmen for lieutenants is another point to settle; for it would never answer to allow the schoolmaster of the ship to grant certificates of the ability of his pupils without going before a more disinterested party. These and a variety of other questions which arise must be arranged before the succeeding month. Some imagine the midshipmen will be examined on board the Excellent in this harbour; others, in London or Greenwich; but at present nothing public is known.

The last examination which it is supposed will ever occur at the late Naval College again was on the 10th of the present month, the questions being prepared by the Rev. Dr. Inman and the Committee, consisting of Admiral Sir P. H. Durham, the Commander-in-chief; Rear-Admiral Sir F. L. Maitland, the Superintendent of the dock-yard; and Rear-Admiral Loring, C.B. The following obtained certificates of qualification:—

Mr. Thomas Francis Birch, Cornwallis; John Wall Probert, late Edinburgh; Lewis Rosser Fitzmaurice, Beagle; Philip Tower, Carysfort;



William Thomas Lower, Excellent; Robert Graham Campbell, late Dee; James Hamilton, late Vernon; Edwd. W. Lang, Cornwallis; Geo. Pigot, Britannia; Francis Sangro Tremlett, Bellerophon.

A day or two after the College had closed, and the parties that composed it had separated, some of the members of the Admiralty, with Lord Minto at their head, came to Portsmouth, and, perhaps, for any good they did, they might as well have remained at home. What their motive was, no one knew; for they were very taciturn and full of mystery. They went to the Observatory in the dock-yard to inquire how that was managed, and how the one o'clock signal of Greenwich time was made to the shipping; who had charge of the chronometer, &c. &c.; and perhaps they may find it desirable to displace the person who attends and performs the duty there,—for being wise in their generation, nothing appears to stop them from a reckless mode of altering and unsettling things. The Lords kept themselves rather secluded; that is, they did not hoist their emblem of official power at the flag-staff of the dock-yard, nor did they see officers on duty or otherwise. One gracious matter they did. Mr. Taplin's timber carriage, which you described last month, was exhibited and moved, and called forth approbation.

The Tyne, 26, Captain Lord Ingestre, arrived from the Mediterranean on the 8th instant. She had been expected some days, and as the Volcano steamer quitted with the mail for Malta after her, the Tyne had not any news. Her damages, from being on shore off the south coast of Spain, will be ascertained as soon as she is paid off and taken into dock. A day or two after she came into harbour the Port-Admiral went on board to inspect her, and witness her crew at quarters, handing sails, &c. &c., and was much pleased with the efficient state in which he found her, particularly in the activity displayed at gun-practice. It is more than probable the men knew of this encomium being passed, and being puffed up with vanity, and consequently imagining that nothing would be refused, the whole crew very coolly, the same evening, asked the First-Lieutenant (the Captain having gone away an hour or two previously on leave) for permission to go on shore, but which he very properly declined granting. This brought on some marks of dissatisfaction and grumbling; and on the hammocks being piped down, the men would not take them below, and although warned of the consequences of their foolish perseverance in doing wrong, it became necessary to send a message to the flag-ship, and the First-Lieutenant very speedily went to the Tyne. The men seeing matters assume a more serious turn than they contemplated, went to their duty without farther proceedings; and on Captain Dundas going off in the night he found every thing quiet. The next evening, according to the custom of the ship, they went on shore, watch and watch.

It should be mentioned that when the people went aft to get leave the Tyne's sails were still bent, and her top-gallant yards across, and therefore setting aside the compliance being a departure from the Captain's regulations, it would have been contrary to the orders of the port: moreover, sailors not having the best memories in the world, they might have forgotten to return the next day, or even the day after; and then who was to have taken the blame of delaying the paying off the ship, and thus incurring the expense of keeping the crew in pay and provisions for two or three days beyond the requisite period. Four of the most prominent of the disaffected were sent on board the Britannia, and have been summarily punished by close confinement for their insubordinate conduct. As a variety of reports relative to this trifling circumstance on board the Tyne may get abroad, it is best that you should have a most correct account of it; and the foregoing is the substance of an authorised statement: it is there from authority not to be questioned. The ship will be paid off this day.

On Saturday last, the Wasp, Commander Foreman, came to Spithead



from the West Indies, having on board Mr. Russell, the late acting consul at Carthage, about whom there has recently been a great fuss. The Wasp experienced some very bad weather, and had a long voyage to England, having been since the 11th February on her passage from Port-Royal. About twelve days before she got to Spithead, she had the misfortune to get on board of a ship called the Elizabeth, bound from Newcastle to Miramichi, and it was feared that she had gone down, but intelligence arrived on Wednesday from Falmouth, announcing her having got into that port with very considerable damage, but luckily safe. Four of her crew got into the Wasp in the confusion and alarm which prevailed, and their fate naturally produced great anxiety, but which has happily subsided. The Wasp had neither treasure or news; and being greatly injured by loss of bowsprit, head, cutwater, &c., has been taken into harbour and will be paid off next week.

The Hercules, 74, came to Spithead on Sunday from Sheerness to wait orders. Her destination is understood to be the Mediterranean; but it may be some days before she proceeds, as her Captain is attending his Parliamentary duties.

Some vessels have been put in commission since your last Number appeared, viz., Larne, Sparrowhawk, and Fair Rosamond, and they are fitting in the basin. The Princess Charlotte is alongside the jetty. She gets but few men, considering the station she is going to. Admiral the Honourable Sir Robert Stopford came down on Sunday and hoisted his flag, red at the main, under the customary salutes from the Britannia and Excellent. The gallant Admiral will most probably be able to get away about the middle of May.

Pelorus has gone to the Cape of Good Hope, Mauritius, and East Indies to relieve the Rose, it is supposed. She had 100,000*l.* in specie on board, half belonging to Government, and the other half to merchants.

The Volcano steamer having injured the plates of one of her boilers, through the carelessness of one of her crew, has been compelled to have her defects made good at this port, and engineers from London are down to superintend them. She will be ready to go to sea the end of the week. The Swallow, intended as the guard vessel of the Falkland Islands, is still in the harbour, altering her mode of rigging, shortening the foremast, and making such alterations as will render her safe and easy.

The foregoing embraces all shipping matters, except a transport or two that have been here, and gone again; and the launch of the Hazard, a brig similar to the Favourite, which took place this day. She is built upon the plan of the late surveyor, Sir Robert Seppings, and is of the following dimensions:—

|                                    | As per draught. |       | As built. |     |
|------------------------------------|-----------------|-------|-----------|-----|
|                                    | Feet            | In.   | Feet      | In. |
| Length on the deck . . .           | 109             | 0     | 110       | 2   |
| Keel for tonnage . . .             | 86              | 9½    | 87        | 1½  |
| Breadth—extreme to outside of wall | 30              | 0     | 30        | 9   |
| Do. for tonnage . . .              | 30              | 6     | 30        | 6   |
| Do. moulded . . .                  | 30              | 0     | 30        | 0   |
| Depth in hold . . .                | 12              | 9     | 13        | 9   |
| Burthen in tons . . .              | 429             | 40 61 | 431       | 61  |

She is pierced for twenty guns, but intended only to carry eighteen, and has been taken in dock to be coppered and fitted for commission.

We do not hear a word about the new Superintendent of the dock-yard. All has been quiet on that subject for the last two weeks. Nor are the stations at Lisbon, South America, Coast of Africa, and East Indies, disposed of. It is more than probable, considering the very tender ground on which the Government stands, that these commands will be left open to the latest period for their friends and supporters to step into. At all events, a general election is confidently expected, as an active canvass has been carried on for some weeks in this borough, and a requisition sent to

Admiral the Right Honourable Sir George Cockburn and Lord Fitzharris, the eldest son of the Earl of Malmesbury, to stand, and they have consented to do so. On the other hand, the friends of the sitting members have not been idle. So when the contest takes place, it will be a hard one. There is one bad plan adopted on the part of Sir George Cockburn and Lord Fitzharris, viz., naval officers canvassing for them, and calling on the voters to sign the requisition. Naval officers had better not interfere at all; for every man with a grain of common sense must know that their motive in handing in a respectable numerical list of *promisers* to vote for an Admiral expected to go to the Board, is either to obtain employment or promotion; and it is therefore strongly recommended that all interference in that way may cease, as it only injures the cause.

P.

Plymouth, April 20th, 1837.

MR. EDITOR,—The monotony of the month which preceded my last communication, has been succeeded by a period of comparative activity at this port. I shall proceed, as is my custom, to speak of the circumstances which have fallen under my observation, as nearly as possible in their chronological order.

On the 23rd of March, the *Dee* steamer, Commander Ramsay, sailed from this port for Woolwich, where she was paid off on the 6th of this month; the officers gave a parting dinner to their Commander, and the crew liberally subscribed the sum of 6*l.* 3*s.* for the Dreadnought, seamen's hospital-ship. The *Forte*, 44, Commodore Pell, arrived on the 21st from the West Indies; she remained in the Sound until the 29th, when she was towed into harbour by the Lightning steamer, and was paid off on the 12th of this month. It has been generally remarked that the fitments of the *Forte* were peculiarly neat, and the ship altogether in first-rate order, and that the crew had a very orderly and seamanlike appearance. It is said too, that much pains had been taken to train them in the exercise of the great guns, in which they were well practised. A generous contribution, to the amount of 8*l.*, was made by Captain Pell, officers and crew, in aid of the Seamen's and Marine Orphans' Fund; and the ship's company made a present of a valuable snuff-box to the Surgeon, Edward Hilditch, Esq., as a token of their sense of his very kind attention to them when suffering from the yellow-fever in the West-Indies, in 1835. It appears, that when the *Forte* was last fitted out at this port, her masts were protected with lightning conductors, upon a plan recommended some years since by Mr. William Snow Harris, of Plymouth, which has been tried on board several ships in the Navy. The efficiency of these conductors, as conductors, is not, I believe, questioned by any one who at all understands the nature of them; but it seems that a question has arisen, whether it would be possible to fit them in a manner which should be free from all practical objection. Mr. Harris has, however, exercised his ingenuity with apparent success, in the mode by which he contrives to attach his conductors to ships' masts. They consist of strips of sheet-copper, about three inches wide, of two thicknesses, laid one over the other, and let into a groove in such a manner that their outer surface corresponds with the surface of the mast. Nothing could be more neat in appearance; and as it was proved on the first introduction of this plan upon trial into the Navy, by a series of carefully conducted experiments, that when spars are first so fitted, they acquire additional strength in every direction, it remained to be ascertained, (and, perhaps, it was the only point on which reasonable doubt ever existed,) whether the kinds of strains to which ships' spars are liable would not loosen the conductors after they had been a short time in use, in which case they would sustain material injury. As far as I can learn, however, the conductors which were fitted to the *Forte*,



seem to be as perfect in their mechanism as they were the first day. This, if correct, is a very important fact. I have just heard that Mr. Harris is expected to read a paper on this subject, early in May, at the United Service Museum, which I have no doubt will be most interesting and satisfactory to his auditors.

The Salamander steamer, Commander Dacres, arrived from the north coast of Spain on the 25th ult.; she was docked on the 27th, and remained in dock until the 17th of the present month. The foremost and aftermost pieces of false keel having sustained slight injury, were repaired, and she has been supplied with a new rudder, in consequence of the defective condition of the former one. The Firefly steamer, Lieut. Pearce, sailed on the 25th for Falmouth, to take out the next Malta mail.

Vice-Admiral Hon. Sir Charles Paget arrived at Devonport on the 27th ult., and on the following morning visited his ship the Cornwallis, lying alongside one of the dock-yard jetties. On his arrival on board, his flag was hoisted at the fore, as Vice-Admiral of the White. Sir Charles inspected every part of the ship very minutely, and appeared much pleased with the manner in which he found everything going on. He repeated his visit the next day, and on that evening took his departure for London, intending to rejoin his ship at Portsmouth, when ready, to proceed with him to his appointed command on the West-Indian station. It is expected that she will sail from Plymouth about the first week in May.

The Saracen, 10, arrived here on the 2nd of the month, after a passage of six days, from Bilbao; she came into harbour on the 7th, was paid off on the 13th, and re-commissioned on the 14th, by Lieutenant Worsley Hill, late of the Andromache. The Tyne, 28, Captain Lord Ingestrie, arrived on the 4th from the Mediterranean, and sailed for Portsmouth on the 6th, to be paid off. The Lightning steamer having been ordered to Portsmouth, returned here on the 7th, with Rear-Admiral Frederic Warren on board, who had been expected for some days previously, to supersede Rear-Admiral Ross, as Superintendent of the dock-yard. Soon after the new Admiral's arrival, he hoisted his flag on board the San Josef, and saluted the Port-Admiral, who proceeded the same day to Portsmouth, in the Lightning, leaving Rear-Admiral Warren with double duty on his hands, as Naval Commander-in-Chief and Superintendent of the dock-yard. Admiral Warren visited the dock-yard officially on the 7th inst., and on the following day had the whole of the Establishment mustered in his presence. On the 10th (Monday), he walked round the yard, accompanied by his predecessor, to view the various departments; namely, the rope-houses, mast-houses, smitheries, boat-houses, joiners, and house-carpenters' shops, new steam-engine house and machinery, rigging, and sail-lofts, &c.

The Ringdove, 16, Captain Lapidge, arrived in the Sound from Lisbon the 7th, and came into harbour on the 10th. Captain Lapidge was superseded in his command by Commander Horatio S. Nixon. The brig was paid off on the 13th, and re-commissioned the next day. On the 8th of the month, the artificers of the dock-yard commenced working again on Saturday mornings, by which alteration they will now work five days and a half in each week, instead of only five days. The Pluto steamer, Lieut. Gordon, (late of the Comet,) arrived on the 8th; she left Woolwich on the 6th, and called at Portsmouth on her passage round with 50,000*l.* in money, which was put on board the Pelorus, 18, for merchants at the Cape of Good Hope. She also brought stores for the Salamander, to take out to Spain.

The Messenger arrived from Falmouth on the 9th, having been there with naval stores from this dock-yard. Captain James Plumridge, whose appointment to the packet station at Falmouth has been announced in naval papers a month since, arrived there on the 11th instant, and on the following day assumed the command of H.M.S. Astrea, vice Captain



Clavell, who is removed to Chatham as Superintendent of the dock-yard at that port; his predecessor, Sir James Gordon, having been appointed to the command of the dock-yard at Portsmouth. The Viper, schooner, sailed on the 12th. The Crocodile, 28, bringing forward for commission, was taken out of dock, having been there about three months, on the 13th instant; and the Favourite, 18, was docked the same evening. The Saracen was paid off on the 13th, and recommissioned on the 14th, as stated above. The Scorpion, 10, went out of harbour on the 14th, and sailed from the Sound on the 15th.

On the 17th instant, the Pluto steamer was sent upon an experimental cruise round the Eddystone Lighthouse, in consequence of complaints having been made, that although the vessel answers her helm very quickly, yet she steers very badly. The peculiarities of this steamer are principally two: she has an unusually broad rudder for a vessel of her kind, and she has no keel. On the day of the experiment, there was not much wind nor sea, so that there was no opportunity of observing what she can do under the most trying circumstances. The opinions officially expressed on the subject may probably, if unfavourable, occasion some alterations with a view of improving the vessel. Nothing is yet known as regards the opinions of those who reported the result of the day's trial.

The Saracen was taken on the wet slip this morning, to have her bottom examined and scrubbed down, and was turned off again in the evening; and the Ringdove is to be taken on to-morrow for the same purposes. It is expected that the Thunderer, will be docked to-morrow (21st).

The Wolverine is expected here to have her defects made good, having been ashore on the south coast of Spain, near Barcelona. It appears that the Serpent, 16, Commander Warren, has also been ashore, on Pedro Shoal, on the 19th of February, on her passage from Carthagen to Port Royal. According to accounts brought by the Pandora packet, which arrived at Falmouth on the 11th instant, the Serpent has sprung her main-mast, lost all her boats, and was in imminent danger of going to pieces. The Jaseur is expected here from Gibraltar, to be paid off; it was likewise supposed that the Revenge would shortly be paid off here, on her return from the Mediterranean, but report now says that she will go to Portsmouth.

Some difficulty having been experienced in endeavouring to obtain a foundation for the erection of a new jetty at this dock-yard, Captain Brandreth, of the Royal Engineers, has been appointed to examine and report upon the nature of the difficulty. I have not heard what opinion he has expressed on the subject, but I apprehend that the result of his inspection will be known, and, if so, I am sure it will be considered interesting by the generality of your readers to be made acquainted with it.

I had purposed giving you some account of Rear-Admiral Ross's farewell address to the civil department under his command, when he retired from the dock-yard, on the 7th instant; but as he is about to be presented with an address and piece of plate by the inhabitants of Devonport and its vicinity, in the course of a few days, I shall postpone the few remarks I may have to make on the subject until my next.

I remain yours, &c.

D.

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Milford Haven, 17th April, 1837.

MR. EDITOR,—When I last wrote you, this port was undergoing a change in its command. Sir Charles Bullen left it on the 18th ultimo, bearing with him the universal regrets of those with whom he was connected in his official capacity, as well as of his private friends. He

gathered golden opinions while here from all classes of persons. This deserved eulogium will, I trust, find a place in your forthcoming Number; for men's good deeds are ever more pleasing to record than the reverse; and we are commanded to—"Render unto Cæsar the things that are Cæsar's."

Captain Cumby, C.B., has taken charge of the arsenal at Pembroke dock. The Sovereign, Post-office steam-packet, having been reported unfit for sea, and her defects, on examination, proving more extensive than would authorise their being made good, she has been ordered to Sheerness, either for the purpose of being taken to pieces, or sold out of the Service. She left this port on the 6th instant, in charge of Mr. W. E. Evans, Commander of the Vixen, and part of his crew. They are to navigate back to Pembroke the Sylvia cutter, tender to the Royal Sovereign yacht. Since her quitting, an accident happened to the Sibyl steam-packet, on her voyage across from Waterford, which has disabled her from proceeding in her turns with the mail. When off the islands, one of her engines "broke down," as it is technically called—that is, it became useless, from some injury to its component parts—and she made the harbour with the other alone. Prior to her reaching the station, however, that one also became defective. She was then obliged to anchor, the Commander taking the bags forward with him to Hobbs's Point in a boat. The next morning she was towed up to the Cove dépôt, where she is now undergoing repairs. She will require a new piston for one of her cylinders, which is ordered from Liverpool with all possible despatch. The duties now devolve on the Crocodile and the Aladdin, alone, which vessels are obliged to ply daily to and fro in order to keep up the communication between the kingdoms. The Gulnare, from Liverpool, has been ordered to the station for the purpose of assisting in the transmission of the mails. This is not without necessity, for should anything happen to either of the said vessels the communication must be suspended.

The agent for packets at this port, Edward Anson, Esq., died on the 18th ultimo, after a long and painful illness. His remains were interred in the Countess of Lichfield's family vault, in Slebech Church, followed by Sir John Owen, Sir R. B. Phillips, Captain-Superintendent Cumby, C.B., and the other naval and military men of the neighbourhood. Mr. Anson was a Captain in the Staffordshire Militia, brother to the first Lord Anson, and uncle to the present Earl of Lichfield.

Captain Finlay, Royal Engineers, the Inspector of Fortifications, under the Board of Ordnance, for the Southern and Western District, visited this neighbourhood the early part of the month, for the purpose of ascertaining the state of the forts and barracks on the haven.

The Tortoise, lighter, arrived on the 22nd ultimo, and sailed on the following day for Plymouth with decayed stores.

A large quantity of old stores, bearing the King's mark, has again been discovered in the dwelling of a person in the neighbourhood. It may be recollected, that at the late assizes for this county, a true bill was found against an individual for having King's stores in his possession; but as he had already been tried, convicted, and sentenced to transportation for another offence, the learned judge thought it right that the case should not be brought forward. Every requisite step is being taken by the authorities for the discovery of the thieves, but hitherto without effect. The chief police-officer at Pembroke has been presented with 5*l.* by the Board of Admiralty for his exertions in the affair.

Final directions have arrived at Pembroke for the packet establishment at this port being transferred to the direction of the Admiralty officers connected with that dock-yard. The whole is to be placed under charge of the Captain-Superintendent. A Commander is to be appointed to the Royal Sovereign yacht, for the purpose of assisting the Superintendent in the execution of the additional duty which will thus devolve on the situa-



tion. He will, in addition to his pay as Commander, have a house allowed him, and 18*l.* 5*s.* per annum in lieu of provisions. The officers and men belonging to the different steam-packets at the port are to be borne on the books of the Royal Sovereign yacht, as are the others of sailor callings belonging to the station. The present Commanders of these packets are to be rated as Masters in the Navy, and Second-Masters are to be appointed (also to be borne on the check of the Sovereign yacht) to supply the place of Masters, when necessary. Two have already been appointed.

The present storekeeper, and the resident engineer, together with the workmen hitherto employed on the station, are to be entered on the books of the dock-yard.

As there are vessels on the Navy List with names similar to some of the packets thus transferred to the Admiralty Board, their Lordships have thought fit to alter the designation of the latter. Thus, the Vixen is to be called the Advice; the Aladdin—the Jasper; the Crocodile—the Adder; and the Sibyl—the Pigmy.

The Vixen, *alias* the Advice, is to be sent up from this place the first opportunity, and be taken into dock to be completed in her repairs.

A judicious regulation has been adopted as regards the fare by the packets from this to Waterford, at the suggestion of Sir Edward Parry, which cannot fail being interesting to your numerous readers. They are reduced as under:—

|   | £ | s. | d. |
|---|---|----|----|
| Cabin passenger, female servant so considered | 1 | 0  | 0  |
| Children under ten years of age               | 0 | 10 | 0  |
| Deck passengers, including men servants       | 0 | 10 | 0  |
| Soldiers                                      | 0 | 5  | 0  |
| Vagrants with a pass                          | 0 | 5  | 0  |
| Children of deck passengers                   | 0 | 2  | 0  |
| Four wheel carriage                           | 2 | 5  | 0  |
| Two-wheel ditto                               | 1 | 2  | 6  |
| Horse   | 1 | 0  | 0  |
| Donkey  | 0 | 7  | 0  |
| Dog   | 0 | 1  | 6  |
| Parcels under 30 lbs.                         | 0 | 1  | 4  |
| Above that weight per lb.                     | 0 | 0  | 1  |

It is supposed the house to be allowed the Commander of the Sovereign yacht will be that built for, and occupied by, the late agent for packets. The coal-yard at Hobbs's Point is to be enlarged, and the pier itself will be altered for the better accommodation of the steamers.

G.

Sheerness, April 21, 1837.

Mr. Editor,—On the 19th of this month, Rear-Admiral Sir James Gordon, K.C.B., was superseded by Captain Clavel, as Superintendent of Chatham yard; at the same time, orders were received to make Chatham and Sheerness yards separate commands. The latter is to be commanded by Captain Kennedy, till the expiration of his three years, as Captain of the Ordinary, which will terminate on the 24th of June.

Sir James Gordon retires from his command on half-pay, with an addition of 300*l.* a-year for his services.

The establishment of this yard is to be filled to its full complement, for which purpose they are entering men at Plymouth and Pembroke yards. The number of artificers required are between fifty and sixty.

The Vernon, 50, Captain John M'Kerlie, was paid off on the 29th ultimo, taken into the great basin the next day, and docked on the 3rd instant; and has since been stripped of her copper, several planks of her bottom, and inside planking taken out to examine her timbers; and it is the opinion



of the professional officers that her frame is by no means in the bad state anticipated; she is to be surveyed to-day by Sir William Symonds, Surveyor of the Navy.

On the 4th instant, the *Hercules*, 74, Captain Maurice F. R. Berkeley, went out of harbour to the Nore, and on the 14th sailed for Portsmouth, and from thence it is expected she will join the squadron in the Mediterranean.

On the 6th instant, the *Pluto*, Lieut. Com. John Duffill, arrived, and towed the *Hebe*, 47, to Chatham, to be docked and examined. She returned the next day, and left for Woolwich.

The *Seringapatam*, 46, Captain John Leith, went out of the Basin on the 7th. She is nearly equipped, and ready for sea. The *Falcon*, one of the old 10-gun brigs, went out the same day. She is lent by the Admiralty to Mr. Dut, for the purpose of placing an engine into her on a new principle of condensation (by surface, instead of injecting a jet of water into the condensor). This gentleman has been to a great expense and trouble, and it is to be hoped that shortly it will answer his expectations.

The *Blenheim*, 74, will shortly be commissioned by Captain W. Henderson.

The *Castor*, 36, has been commissioned at Chatham, by Captain Collier.

Sydney, Oct. 10, 1836.

MR. EDITOR,—So many of our friends of the United Service are interested, either directly or collaterally, in this “Land of Promise,” that a short periodical sketch of passing events here may prove acceptable to your readers. The “Irish system of education” is at present a principal exciting subject for the inhabitants of this *metropolis*. Our Bishop and a number of respectable *free* colonists are decidedly adverse to its introduction, and religious controversies have for some time been the order of the day, giving rise to meetings of the religionists to petition king and council against popery, &c. However, a new subject has been started, in the formation of a new settlement at Port-Philip, the land about which is to be immediately surveyed and put up for public competition according to the government regulations for the sale of land. From the accounts of visitors to that portion of the Australian territory, the land in the vicinity of that port is stated to afford fine and extensive pasturage for sheep; indeed, some go so far as to say that it is unequalled by any yet known in Australia.

The government gazette gives us the following official notification of the occupation of Port-Philip by the British Government, dated September 9th, and the appointment of Captain Lonsdale, as Police Magistrate for the district:—“His Majesty’s Government having authorised the location of settlers on the vacant crown lands adjacent to the shores of Port-Philip, under the same regulations as are now in force for the alienation of crown lands in other parts of New South Wales; and several persons having already passed over there from Van Diemen’s Land, his Excellency the Governor has been pleased to appoint Captain William Lonsdale, of the 4th, or King’s Own Regiment, to be Police Magistrate for that district, of which all persons concerned are hereby required to take notice.

“Arrangements are in progress for effecting the survey and measurement of such parts of the land, near Port-Philip, as it may be expedient to dispose of in the first instance; but until the same have been completed, of which due notice will be given, no applications for purchase can be entertained. In the mean time, it is distinctly to be understood by those persons who may be desirous of resorting to Port-Philip from other parts of New South Wales, or from Van Diemen’s Land, that no advantage will be obtained by the occupation of any land at that place previously to its conveyance by a legal instrument from the Government of New South Wales, as without such title (unless required for public purposes) it will

be subject to be put up for competition at a public sale, and sold to the best bidder."

The emigration to Port-Philip from Van Diemen's Land had been previously very great, and the occupiers of some fine sheep-runs in that portion of Australia considered they held a good tenure of the land by purchasing it for trifling articles from the aborigines, and causing *them*, i. e. the aborigines, to *sign a document*, transferring their landed rights to the white proprietors. What a deed! and what lawyer made out the conveyance for the black proprietor? However, the Governor has put a quietus to this proceeding by an official notification, stating that the land was the property of the Crown until transferred.

Captain Lonsdale has just left this place for Port-Philip, in his Majesty's ship Rattlesnake, having sailed on the 21st of September. A vessel called the "Stirlingshire," Captain Scollay, was chartered by the Government, to convey passengers, stores, and troops to the new settlement. This vessel, having completed all her arrangements, sailed on the 24th of September for that destination, taking a custom-house officer, three surveyors and draughtsmen, a Commissariat officer, Ensign King, and a detachment of the 4th regiment, with thirty-six prisoners. The brig Martha is to follow with horses and stores for the same settlement.

On the 22nd of August, his Majesty's sloop of war Rattlesnake, Captain Hobson, arrived from Madras, Mauritius, and Hobart-town, and on the same day his Majesty's brig Victor, Captain Crozier, having sailed from Madras on the 12th of June. These vessels sailed together from Portsmouth for the East-India station, and have been unintentionally in the same ports together almost ever since their departure. The officers of his Majesty's ship Victor mention that English dispatches had reached Madras by steam conveyance overland, to the 3rd of April, a little more than two months! If our latest arrival, the Augusta Jessie (which arrived on the 23rd of August at Sydney, having left Portsmouth the 17th of April), had been a day later, we should have had the latest English news by way of India.

It is stated, and I believe correctly, that we are in future to have two men-of-war upon this station, and in accordance with this regulation, his Majesty's ships Victor and Rattlesnake have been despatched to these colonies, both of which will remain upon the station for a twelvemonth.

His Majesty's ship Victor sailed on the 14th of September for New Zealand, and the islands in the Southern Pacific. The officers were delighted with the fine climate of Australia, more especially when contrasted with the fiery climate of India, to which they had been previously exposed.

On the 30th of August, a very fine vessel of 820 tons, called the Moffatt, Captain Bolton, with 400 male convicts, under the superintendence of Dr. Smith, was nearly wrecked. She arrived off the Heads of Port Jackson on the afternoon of that day, and stood in with a strong southerly wind. No pilot being on board, and the Captain (probably being a stranger) not liking the scene before him, gave orders for the ship to be put about, for the purpose of proceeding to sea again, when she missed stays,—the wind at the same time carrying away her main and fore-topsails. The anchors were immediately let go, and every means resorted to, to keep her from being driven upon a lee shore. Signals were also made from South Head, of a ship in distress between the Heads, and as soon as possible, the harbour-master and crew, the Revenue cutter, and some of the officers and seamen from the men-of-war in port, went down to the vessel. During the whole of the next day, with the assistance of several additional anchors, &c., the Moffatt continued to ride in safety, although considerable apprehension was felt for the preservation of the ship, on account of the heavy sea setting in between the Heads, and the continued violence of the weather, and no steam-packet being at this time in port to tow her



out of the dangerous situation; fortunately, however, the weather moderated, and she reached the Cove in safety. Great credit is due to the officers of his Majesty's ships in port for the assistance they rendered to this vessel during her perilous state. Considerable blame was attached to the pilots on this occasion, and the Governor having instituted an inquiry, the result has been the dismissal of one whose duty it was to have boarded the vessel.

Intelligence reached us on the 28th of September, that Major Mitchell, and the party under his command, are on their way back to Sydney. It appears that the party arrived at Portland-bay (to the westward of Port-Philip, in lat.  $38^{\circ}$  S. and long.  $142^{\circ}$  E., where whalers from Van Diemen's Land are in the habit of fishing) on the 29th of August, all well. The Major procured a sufficient supply of provisions to enable him to return to Sydney, and may therefore be shortly expected. Nothing is as yet known of any discoveries the Major may have made during his journey.

Provisions still maintain a high price at Sydney. The importation of grain from England and other ports has lessened the price of flour, which is now steady at 18s. per hundred weight. Meat is 5d. per lb., butter 2s. 6d. per lb., eggs 2s. per dozen, and other articles of housekeeping, as tea, sugar, &c. maintain high prices, which seem likely to continue.

On the 3rd of October, the female emigrant-ship, *Duchess of Northumberland*, Captain Roxburgh, arrived with 37 male, and 282 female emigrants; two deaths only occurred on the passage: two days after their landing nearly the whole were hired. Just previous to their arrival, female servants were very difficult to be procured, and of course the demand was great.

Captain Liffin, of the *Richard Reynolds*, during his late voyage to Batavia and Singapore, discovered a dangerous shoal on the passage through Torres Straits. It exists between Hardy's Islands and the Large Reef to the northward of the same, and has not been laid down in any chart. He advises Commanders of vessels, who may be standing to or from the anchorage, to keep well towards the islands. The shoal appeared to be about twice the length of the ship, and two fathoms and a half of water was found upon it, with the following bearings:—"The small southernmost island, S. by E.; the opening between two large islands, S. by W., and the westernmost part of the largest island, S. W. by the compass." The shoal did not show itself by the colour of the water.

Two more vessels, the *Success* and *Martha*, have just started for the new settlement of Port-Philip. Yours,

B.

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Blonde, Callao, Nov. 21st, 1836.

MR. EDITOR,—I send you the disposition of his Majesty's ships on the west coast of South America—Blonde and Talbot here. The *Actæon* visiting the Sandwich, Society, and Marquesas islands, and Pitcairn's isle. The *Rover* sailed from hence on the 27th ult. for Guayaquil, central America, San Blas, Mazatlan, and Guaymas, and is to return to Valparaiso by the 10th June, 1837. On the passage from Rio de Janeiro to Valparaiso she sprang her main-mast; but it was properly secured at Valparaiso.

In the month of July last General Don Rancon de Freire, a Chilean, who had been six years in exile at Lima, having, through an agent, hired two Peruvian vessels-of-war of the government of Peru, for the ostensible purpose of a trading voyage (in which his name did not at all appear), embarked, with a number of other exiles, at Huacho, a small port sixty miles to the northward of Callao, and sailed for Chile, to make a revolution. The two vessels parted company, and the crew, who had been deceived as to their destination, took one of them from Freire's officers, and carried her into Valparaiso. The Chilean government immediately fitted her out,



and sent her to Chiloe, where she captured the other vessel. At the same time they sent the *Achilles*, of twenty guns, to Callao, with a political commissioner on board. The Captain of the port visited the *Achilles*, and the Captain of the *Achilles* returned his visit, and remained on shore some time, and sent an officer to Lima, with whom the Chilean Consul-General returned, and remained some time. That same night, *without making any complaint, or announcing hostilities*, the boats of the *Achilles* were sent in and cut out three Peruvian vessels-of-war. It appears that the government of Chile consider that of Peru to have been privy to Freire's destination; but the latter deny it in the most solemn manner. A squadron of five sail arrived off here from Chile on the 29th ultimo, having an ambassador on board; but as the Governor of Peru would not treat in presence of a hostile force, they quitted, and proceeded to the northward in search of the two remaining Peruvian vessels-of-war.

I was sorry to see in your Number for April last some disparaging remarks on Sir H. Popham, originating in mistake, as he served regularly in the Navy until he thought himself neglected and ill-used, when he went to India. If he was alive he could explain this better himself.

A few hints to officers coming to South America.—Bring all the clothing you are likely to want. Kerseymere waistcoats and blue trowsers may be worn at least six months in the year. Cashmere coats are very pleasant for summer. Round hats are cheap and good here: cocked hats not to be got. Silk handkerchiefs always get spotted by damp, but good silk may be got here for stocks. Bring all the wine you will want. Tea is always to be had: sugar sometimes cheaper than in England, sometimes very dear and bad. Cocoa and coffee cheap and good. As the feet swell, and corns are common, the shoes and boots should be roomy. Washing is very dear in Peru: less so in Chile.

#### REVIEWS AND CRITICAL NOTICES.

##### MOVEMENTS OF THE BRITISH LEGION.—BY MAJOR RICHARDSON. Second Edition.

THIS well-written journal might with propriety have been styled "First and Last," so wholly do its closing views differ from its first impressions. Thus it is with those who strike out into eccentric courses—sanguine, satisfied, laudatory, till results undeceive them—the bubble bursts, and experience converts high-flown anticipations into mortifying realities.

Mr. Richardson, a Lieutenant on half-pay, who had served, we doubt not honourably, under the colours of his country, and had latterly employed himself in literary pursuits with some distinction, informs us that he was one of several British officers who, finding "the door of advancement barred against them in their own Service," entered the Auxiliary Legion "simply with a view to promotion and *the Order*." We are told nothing, however, of that flaming zeal for "Constitutional Freedom," which it is the custom of liberal scribes and speakers to assign as the actuating motive of the anti-liberty crusaders of the Legion; albeit the author is not sparing of the conventional phrases respecting tyrannical "Tories," "the assassin Charles," Carlist "Brigands," and the various pass-words by which liberal faction insinuates, by contrast, its superior virtue and surpassing prowess.

Brimful of enthusiasm, inspired apparently rather by the natural scenery he surveyed than the unnatural cause in which he had engaged, the writer took the field in the livery of "the Queen of Spain," and, in the journal before us, records his "movements" and those of the Legion—and

an interesting as well as instructive lesson these records furnish. The tissue of cause and effect is complete from first to last:—the primary delusion as to the character and consequences of the Service itself—a somewhat bombastic comparison of this spurious soldiering with the achievements of the King's troops, intimating that the "English allies (of the Christinos!) would cover themselves with their *wonted glory*;" thus claiming, through the hollow flattery of a Christino Spaniard, a fraternity with the BRITISH ARMY, against which that body utterly protests—a lofty contempt of the sculking, dastardly, and destitute foe—confident predictions of early, easy, and triumphant success—abuse of Don Carlos and the "Tories," and panegyrics of the Legion and its gallant Chief.

But a change comes over the spirit of the tale. Death is busy with the Auxiliaries—their excellent allies are suspected to be "more Carlists than Christinos"—the "Rebels," it is found, can fight—doubts and difficulties arise—Christino faith is discovered to be a translation of "*Punica fides*"—no pay, no bread, no beds, no nothing but hard knocks—the prospect gradually fades, discontent and disunion ensue—vituperation succeeds eulogy—the plot thickens—a flourish of trumpets—a last struggle—the Legion is overthrown by the "poor devils" they had affected to despise.

Such is an outline of the prominent facts and feelings set forth in Mr. Richardson's narrative, to which two several appendices are added in the present edition. We cannot enter into the merits of that officer's feud with his commander, of which we can only regret the existence. The style of the journal, though defaced by numerous typographical errors, is correct, and, in the descriptions, glowing and graphic—but nearly the whole of the details comprised in the original portion of the volume have been anticipated in the "Letters from the Seat of War in Spain," by Captain Byng Hall, which have already appeared in this Periodical.

#### THE DISPATCHES OF THE DUKE OF WELLINGTON. Vol. VIII.

Multiplied as these volumes have become, they produce no approach to satiety—we read them with unsated interest, even to the simplest note, and derive instruction from letters of mere routine which the genius of the writer imbues with a novel but appropriate importance. The early portion of the present volume, which commences in June, 1811, after the battle of Albuera, consists chiefly of matters of organization and detail, and of the defensive operations in Extremadura; the latter part records some of those brilliant feats which raised the reputation of the British Army to so high a pitch during the Peninsular war. The affair of El Bodon on the 25th September, in which the conduct of the 5th and 77th Regiments was so conspicuous as to be held up to the Army by Lord Wellington as "a memorable example of what the steadiness and discipline of the troops and their confidence in their officers can effect in the most difficult and trying circumstances," is here recorded, as are the surprise of Girard at Arroyo Molinos on the 28th October, and the storming of Ciudad Rodrigo on the 19th January, 1812. The siege and gallant defence of Tarifa in December, 1811, are also included in this volume, to which the records of these memorable events would alone attract attention, but which still derives its chief attraction from the comprehensive Intelligence that reigns throughout its pages.

#### EFFECT OF HEAVY ORDNANCE DIRECTED AGAINST, AND APPLIED BY SHIPS OF WAR, PARTICULARLY WITH REFERENCE TO THE USE OF HOLLOW SHOT AND SHELLS. By CAPTAIN T. F. SIMMONS, R.A.

The author, in his preface, takes occasion to remark—"It is of vast and paramount importance that British ships of war should be armed on



an equality with those of other nations, especially as to the range of their guns, and the penetration of their projectiles." We concur in this opinion, and therefore it is that we recommend this work to general consideration. We have long since recorded our opinion of the value and importance of Sir Howard Douglas's treatise; Captain Simmons's pamphlet will be found a valuable addition to this manual. We closed our review of Sir Howard's work by regretting that little information was afforded as to the manner of using shells; that desideratum is now to a considerable extent provided.

We have from time to time adverted to the new artillery introduced by General Miller and Colonel Paixhans; to the vertical fire of M. Carnôt; and to the changes which may be anticipated in naval warfare by the introduction of steam as the propelling power to shipping. On each of these subjects Captain Simmons has offered remarks which will be read with interest. He has demonstrated the vast importance of great calibre and diminished windage, and has illustrated and enlivened the discussion by reference to the all-stirring circumstances of actual warfare. The armament of our ships of war, as to the calibre of the guns and the weight of shot projected, is shown to be less efficient than that of any other nation. A table (p. 63), which must have taken some time to construct; presents this fact by a single view. The reference to the use of shells, and the selection of examples to demonstrate their effects, is judicious. The general scope of the work may be given in the author's own words:—

"From a general review of the subjects which have been adverted to in this essay, it is confidently believed that no reliance ought to be placed in the use of hollow shot, of half the solid shot's weight, against shipping, at a greater range than 400 yards; and of two-thirds the solid shot's weight, at a greater range than 500 or 600 yards; and to this extent only with guns of great calibre and affording high velocities. That the employment of loaded shells by ships of war would induce little risk to those on board. That loaded shells are the most formidable projectile which can be opposed to ships of war. That the only penetration required in a loaded shell is to such depth as may cause it to stick in a ship's side. That the small remaining velocity of shells at a medium range would, therefore, be efficient. That guns of great calibre, length, and weight, are indispensably necessary to every class of men-of-war. That windage is of paramount importance, and its reduction more urgent than ever, adverting to the tremendous consequences which may result from one well-directed shell. That it is inexpedient to make up cartridges of one weight only. That charges for shot and shell may advantageously be filled in flannel cartridges of different colour; such colours being rendered conventional, and their import declared by a simultaneous order from the Admiralty and Ordnance. That copper cylinders, in which to carry cartridges to the guns, may be applied in placing the cartridges in the bore, so as to obviate all danger from their accidental ignition. That until the shot in store be consumed, a portion of well-formed shot, of very minute windage, ought to be issued for the guns of the highest velocity and calibre (that is, guns having the highest ratio to their shot) on board each ship; which shot may be painted white, or the colour of the cartridge containing the highest charge. It appears not improbable that a small number of guns of great calibre and weight, and, consequently, high velocity—of diminished windage and carefully formed shot, and, therefore, increased accuracy—together with a few heavy howitzers, will eventually supersede the present armament of ships of war. That if the armament of our ships of war continue to embrace a great number of guns, a gun heavier than the carronade, and proportionally lighter than the reamed-up guns, may be beneficially employed. That the present carronade has too much affinity to the late light 5½ inch howitzer; that it is too light and too short; that the reamed-up guns will not, from the recoils, admit high initial velocity, and for short ranges are heavier than necessary."—p. 112.

The important subject of concentrating the fire of ships is then adverted to, and with this view a contrivance is proposed for "laying guns in very —



dense smoke, and in the most impenetrable fog," by introducing a traversing heurtot or truck-stop, which being fixed at right angles to the intended range is designed as a base for the fore-trucks. The subjects generally treated of in this essay are of the first interest to the British Navy: and if the only merit of the work were to provoke discussion, it could not, we conceive, be without advantage to the Service.

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A LIST OF THE OFFICERS OF THE YEOMANRY CAVALRY OF GREAT-BRITAIN,  
FOR 1837. BY AUTHORITY.

How has it happened that a publication so obviously called for, and so likely to be popular, has not appeared till now? Having issued, however, from the press of Messrs. Clowes, with the authority of the War-Office, it appears in a most compact and commendable shape, and is, we have no doubt, correct as it is copious, comprising the details of no fewer than ninety-one corps. Here is a goodly array of chivalry, hitherto little known beyond the localities in which the corps are embodied—but henceforward, no native of these isles need remain in ignorance on this subject, nor should any member of the Yeomanry Cavalry be without this list of the patriotic establishment to which he belongs.

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NOTICES TO READERS AND CORRESPONDENTS.

THE length of our two leading Papers, both of considerable importance to the United Service, has constrained us to omit several articles prepared for insertion, some of which are already in type. Our contributors are, we hope, aware that with the limited space at our disposal and the mass of subjects pressing for its occupation, it is not at all times in our power to introduce their contributions, as well as records of various kinds, in the early order they doubtless desire: but our rollster is not the less regularly kept and the fitting opportunities selected for bringing up our forces in reserve.

We are concerned that the communication of Sir C. P. should have reached us too late for insertion this month. It shall appear in our next.

The continuation of the articles on "Naval History" and "Military Life in India" next month.

We shall do justice to the notice of the late Lieutenant S., which was not in time for our present number.

It was our intention, had not space failed us, to have offered various suggestions which we deem likely to benefit the Service, in addition to those we have actually urged this month—it is with this view that we have reserved several communications conveying a corroboration of our views on these subjects.

F. J. D. (Serjeant), and the "Bugle Sounds" are in type, and a variety of other correspondence waits for room.

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EDITOR'S PORTFOLIO;  
OR,  
NAVAL AND MILITARY REGISTER.

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AFFAIRS AT HOME<sup>2</sup> AND ABROAD.

A MOTION was brought forward in the Commons by Sir Henry Hardinge, on the 17th ultimo, for an Address to his Majesty, praying that the Order in Council for the suspension of the Foreign Enlistment Act, about to expire on the 10th June, should not be renewed, and that the employment of the Marine forces in the naval co-operation on the Coast of Spain should not be carried farther than the stipulations of the Treaty require.

The debate on this moderate and constitutional motion was unnecessarily protracted during three nights to suit the tactics of Ministers, whose partisans were instructed to propagate false impressions of its objects, and designate it as a party measure, which it was not—the cant of “Despotism” in the scale against “Liberal Institutions” (those of La Granja, to wit!) was as usual gabbled with silly and sickening iteration—disingenuous efforts were made to wring the motive of the gallant mover, feeling for the national honour, into an attack on the absent and gallant leader of the Auxiliaries, which was wholly disclaimed by the former and his friends, and disproved by the course pursued—in fine, every delusion was practised to swell the expected majority against the Address, which, after all, only amounted to 36, the numbers being 242 to 278.

A motion by Lord Alvanley, in the Lords, on the 21st, for the production of the despatches of Lord John Hay on the late defeat at St. Sebastian, gave rise to a debate in that House involving the same topics and a similar line of argument as in the Commons. In this discussion the Duke of Wellington fortunately took part, and completely demolished the anomalous fabric of intervention in the internal concerns of Spain, and other countries, apparently built up by the Foreign Secretary for the sole purpose of trying the strength of his head against it. Throughout his speech on this occasion, his Grace took precisely the same views of the subject, from beginning to end, as have been reiterated in this Journal for the last two years; and we feel it to be a reasonable ground of satisfaction, that our humble, though conscientious opinions upon a matter strictly within our province, should have the concurrence of one whose judgment in such cases is paramount.

It would be a waste of words and of time to dwell farther upon an abuse of power so flagrant and decried as that to which the present Government has so contumaciously adhered in the face of public opinion, and to the disparagement of the British name and interests. If there be any one act of impolicy and injustice more universally recognised than another as inexcusably wrong in principle and operation, it is this pert and pettifogging Intervention, without open war, in

the concerns of the Spanish people, and the cold-blooded deportation of British subjects to be the hired tools and victims of an unprincipled foreign faction. The nuisance must be abated, though it may now be too late to wipe the stigma of its existence and effects from the honour of Great Britain.

We turn from this repulsive measure to some of its consequences as they peculiarly affect the British Army. In our Number for January we took occasion to remark upon the invidious promotion and distinctions bestowed upon certain officers employed in the co-operative-coercion service of the Foreign Secretary, apart from that of the country, declared to be at peace with the world. Since we offered those remarks the cause of complaint has multiplied ten-fold, and the grievance to the King's Service has grown to such a height as to demand an early redress. We have already admitted that those who, for their personal interests, serve a foreign Power, are entitled to any rewards of service that Power may choose to bestow—but that such light trophies of Fortune's favour in a brief game of hazard, must not be permitted to disparage the undistinguished condition of those who have fought THEIR COUNTRY'S battles.

Scarcely a Gazette appears which does not confer promotion on or confirm a foreign Order—which a new revolution may annul—to some Anglo-Christino *employé*, who is thus pitchforked over the heads of British officers into that "pride of place" to which *they* have legitimately but vainly aspired. The rapid advancement of Major Owen to the superior rank and honour of an Aide-de-Camp to the King would be viewed with unqualified satisfaction by the United Service, were it possible to overlook the *motive* of his unusual elevation. Have we instances, at least on the part of the present Government, of any corresponding *empressement* to distinguish the services of the men of the Peninsula and France? None! The service of those men was simply NATIONAL, and, like squeezed oranges, they may be cast aside—not so the agents, voluntary or involuntary, of a *political* and *party* scuffle, whose zeal must be stimulated to bolster a bad cause!

For more than eight years have we been exerting our advocacy to obtain for our companions in arms some DISTINCTION for PENINSULAR SERVICE, and our pages during that period abound in suggestions on the subject. The period has now arrived when that claim, boon it can scarcely be called, can no longer be parried or put off. The circumstances to which we have just alluded, coupled with the obvious justice and genuine military principle of the object in view, render it imperative on those who have the power to grant it, to concede with a good grace a comparatively trifling and cheap testimonial of gratitude on the part of the country for life perilled and labour incurred in *its* service. What possible objection can exist to so plain and easy a mode of allaying dissatisfaction, and obviating the effects of invidious favour, amongst the most deserving class of British officers? Let us not be told of *expense*—the Army is ready to defray it.

To the King we turn with faith and hope on this occasion; and to him we proffer our prayer on behalf of his old soldiers—the soldiers of Wellington, with the more confidence, inasmuch as his Majesty has graciously and very recently sanctioned the institution of the "Order of William IV.," or of Merit, for the Hanoverian Army. We also entreat



the Military Authorities to set their shoulders to the wheel for an object so dear to the Service, and influencing its honour and well-being more than we suspect they are disposed to imagine,—let us hope that, rising for the moment above the petty contrivances and details, which we fear they are too much accustomed to regard as the *business* of their office, they may consider this subject as belonging to the general and higher interests of which they are properly the representatives and administrators; under their auspices, and with their aid, zealously exerted, success cannot be uncertain or remote. We shall not lose sight of an object so strongly and legitimately pressed upon our advocacy.

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In a recent debate in the House of Commons some unwarrantable and ungenerous allusions were made by Sir Edward Codrington to a brother Admiral of the highest reputation, Sir Pulteney Malcolm. The expressions thus indiscreetly uttered were instantly rebuked in the House by Sir James Graham, and, when brought to the notice of Sir Pulteney Malcolm, were repelled in a tone of manly frankness and moderation worthy of that eminent officer. The necessary consequence was an explanation at the earliest ensuing sitting of the House on the part of Sir Edward Codrington, who publicly, as also personally and privately to Sir Pulteney, disclaimed all intention of offence, denying the *utterance* of the most pointed and offensive of the expressions he was currently understood to have used. To prevent future misapprehension respecting this unusual, and, we trust, solitary episode in Naval life, we shall next month place the case on correct and more detailed record. For the present we need only observe that this unmerited attack upon a character as unblemished as man's fame can be, has proved a touchstone of the popularity of Sir Pulteney Malcolm, whose vindication has been received and responded to by the plaudits of Parliament, and the affectionate congratulations of his brother officers and society.

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It is not often we have to refer to the debates in Parliament on the subject of the Army Estimates with any degree of satisfaction, so generally do they exhibit the same pinching spirit of economy, the same anxiety to diminish the numbers, to prolong the exile, and to circumscribe the comfort of the soldier, provided the most trivial saving can thereby be effected. This year, however, we refer to that subject with different feelings, convinced that the era of improvement which we have so often invoked, has at length begun to dawn upon our profession, and we readily concede the tribute of praise due to Lord Howick for the spirit of amelioration which has lately marked his administration.

~~We~~ We had recently to congratulate the Service on a brevet, which, in extent at least, must have more than equalled their expectations; another boon of still greater importance, especially to that portion of our Army on foreign service, having in view the more speedy relief of corps in the West Indies, has been announced by the Secretary at War in the following terms:—

“ It had hitherto been the custom that Regiments should pass ten years in the West Indies, an arrangement was in contemplation, and would be commenced in the present year, by which this period would be divided between different climates. A regiment, instead of spending ten years in the West Indies, a prospect which might well appal the

boldest, and deprive men of the courage so necessary to bear up against the depressing effects of the climate, would in future pass the earlier period of its absence in the Mediterranean, would thence repair to the West Indies, and would proceed to Canada for some time before returning home. Thus the whole period of their foreign service would be divided between three climates, giving to each 'regiment' its fair proportion of the good and bad climates to be encountered by the British Army, and shortening the periods which each must pass in the unhealthy climates of the tropics."

We hail this announcement with the more pleasure, as we feel confident it must be intended to pave the way for equally important changes in the routine of Eastern service, which require time for their organization, and that when the hardship of a ten years' residence in the West Indies has awakened the sympathy of the Secretary-at-War, and induced him to adopt so effectual a remedy, twice that period of service in the East Indies, under a climate equally severe, and circumstances still more discouraging, will not call for that sympathy in vain; and we hope ere long to see a general routine of duty established over all the colonies, which, by dividing the burden of foreign service more equally, will lighten its pressure.

Of the justice and expediency of the course of reliefs which has been arranged none can for an instant entertain a doubt. So far as regards its sanatory effect, his Lordship seems not to have determined on slight grounds. He observed "that he had caused an accurate examination of the returns obtained from the Medical Department of the Army to be made, and had found that prolonged service in tropical climates was attended with the most injurious effects." We are happy to learn that such a precaution has been adopted, because a vague kind of idea seems hitherto to have prevailed, in consequence of some corps having suffered severely from yellow-fever shortly after their arrival, that a transition to the climate of the West Indies must necessarily involve a greater extent of sickness and mortality during the first than any of the succeeding years. We confess ourselves to have been always extremely sceptical on this point, knowing that mankind are so prone to deduce their conclusions from a few solitary instances, rather than from a course of investigation extended over a long series of years; and we are happy to find that our doubts have at length received official confirmation, and that those who will shortly have to face that climate may do so in the fullest confidence of there being no more danger during the first than any subsequent year; and that their period of service will have expired long ere their constitutions can have become seriously injured, or their moral discipline relaxed by the baneful consequences of a protracted residence in that country.

We trust this arrangement will be carried into effect in its intended spirit, and that its advantages will not be neutralized by an undue degree of favour to any corps, its very essence consisting in being extended equally over all; and as our military authorities are now pretty well aware that a list of the stations and service of regiments is kept with as much regularity in the bureau of the military press as among the archives of the Horse-Guards, they may be certain that any such deviation from a rule, established by themselves, will speedily be brought to the notice of the public, and create a charge of partiality which we should be sorry to see them incur.



We hope the period of these reliefs will be so arranged that corps leaving the Mediterranean may arrive in the West Indies in the beginning of the year, and those they relieve reach America as soon as the ports are open, so that both may have the advantage of a few months' residence before facing the excessive heat of a tropical sun, or the extreme cold of a Canadian winter.—Too sudden a transition to either might obviously be attended with the most serious consequences.

Another improvement has also been announced in the course of the same debates, which is of no less importance to the physical stamina of the troops, than the prospect of a speedy relief must prove to their moral energies. Perhaps the fact would scarce be credited, were it not vouched by the assertion of the Secretary-at-War to Parliament, that during twenty-two years of profound peace our troops in the West Indies have, with the exception of two days a-week, been constantly fed on salt provisions; and this, though many of the stations there possess an abundant supply of cattle, and all are within a few days' sail of the countless herds which run over the savannahs of the continent, or the wilds of Cuba, and which might, under proper arrangements for their conveyance, have been supplied to the troops, at half the cost of the salt rations sent from this country.

That the soldier should have suffered so long under this deprivation, certainly implies a want of attention to his health and comfort, for which it is difficult to account. Who can any longer wonder at the degree of intemperance which has demoralized that portion of our army when he finds that the soldier has had to suffer not only the thirst induced by heat and febrile agency of the climate, but also that caused by taking, in the shape of nutriment, a pound of salt beef daily! Can any one be foolish enough to suppose, that the soldier will have recourse to the vapid half-putrid water of these climates to quench the thirst; thus artificially excited, when plenty of rum can be had at the rate of four-pence a bottle, with which he goes on qualifying it till the water ultimately bears much the same proportion to the spirit as Falstaff's poor pennyworth of bread to his gallon of sack. Long habit ultimately establishes a constant craving for the indulgence; and before the period of his service in that country has expired, the soldier has become an irreclaimable drunkard, equally burdensome to himself, to his profession, and to the public.

Lord Howick, we repeat, is entitled to the gratitude of the Army for the benefits he has already suggested, and when so much remains to be done we trust he will not stop short in his career of improvement. The marks of approbation with which that part of his Lordship's speech, referring to the proposed amendment in the diet and relief of the troops, was received by the House, must have convinced him that their services and sufferings only require to be brought clearly to the notice of our Legislators, to ensure attention and relief. The country was not sparing of compensation to those who perilled their lives and limbs in the field, nor should they be so to others who are constantly encountering such serious risk in the defence of those colonial possessions, to which Britain owes her commercial greatness and unrivalled prosperity. Nothing has hitherto operated more prejudicially to the interests of the Army, than that those who are the arbiters of its rewards know so little of the perils and privations by which they are earned, and have been but too apt to assume the life of comparative ease and comfort



which they observe the soldier to enjoy during the few years of his sojourn in his native land, as a criterion whereby to estimate the nature of his services abroad.

We congratulate ourselves in having been the first to place before the public, through the medium of this Journal, the risk of life encountered both by officers and soldiers in the various colonies, and to press upon the consideration of our countrymen the strong claims which they consequently have both on their gratitude and their sympathy. Assured that this kind of appeal would not be made in vain, we have been unceasing in our endeavours to procure the requisite information upon the subject, and have at length had the pleasure of seeing the attention of Government directed to the same object, of which the first points have been obtained in the improvements in regard to diet and reliefs lately announced. The leading features of that plan of relief was first suggested, and its beneficial effects both in a financial and military point of view, pointed out in the pages of this Journal some months ago, and was so ably supported and commented on by the leading periodicals of the day that it at length seems to have attracted the notice and consideration of those to whom we trust any suggestions for the benefit of the soldier will never be made in vain.

Some highly interesting siege operations took place at Chatham on Thursday the 30th of March, in which the garrison, in concert with the Royal Engineers, were posted as assailants and defenders,—the former in some batteries, parallels, and approaches, constructed by the officers and men of the Engineer establishment, on regular principles as they would be done in the field—the latter in a bastion, a redoubt, and other works forming an irregular front, against which the trenches had been opened.

The following was the garrison order for regulating the proceedings:—

1. The troops will take post in the trenches at half-past two o'clock: the Royal Marines on the left, the Rifle Brigade on the right, the Royal and East India Company's Artillery in the first parallel and batteries. The Provisional Battalion, as defenders, will be posted in a bastion on the right, the 69th in the covered way below it, the 80th in the advanced redoubt, and the 27th in the retired redoubt.

2. A fire of artillery and musketry will commence on both sides, after which the 8th Grenadiers will make a sortie from the redoubt, accompanied by a working party of Sappers to destroy the advanced works of the besiegers.

3. The Rifles, who were driven back by the sortie, will be supported from the second parallel, and repulse the 80th.

4. The Engineers will fire five mines, to blow in the scarp and counter-scarp of the redoubt.

5. After the redoubt is breached a storming party of the Rifles from the second parallel will assault and take the redoubt followed by artillerymen to turn the guns found in it on the defenders, and by a working party of Sappers and Miners with gabions.

6. Another party of Rifles will advance from the centre of the second parallel to attack the 69th, and dispossess them of the covered way.

7. The Royal Marines will storm the bastion in their own front.

8. The Royal Sappers and Miners will advance from the redoubt, and execute a flying sap to connect the works previously taken. The Rifles will protect this working party and occupy the sap when finished.

The operations of the day were under the immediate command of Major-General Sir Leonard Greenwell, the then commandant of the garrison, assisted by Colonel Pasley, under whose superintendence the engineer preparations had been made.

At the appointed time we found the troops posted according to the above arrangement.

The 1st battalion of the Rifle Brigade, under Colonel Eeles, occupied the right of a second parallel, situated about 100 yards from an outwork which stood on some high ground in their front—having a detachment holding a lodgement close under the work where the Sappers were engaged in establishing mines for reaching it. The Royal Marines, under Major Sir Francis Lee, were on the left of the same parallel, having the face of a high bastion immediately in their front. The depôt of the 21st Royal Fusileers, under Major Sutherland, were posted in a parallel and some approaches in rear, and the batteries were manned and armed by the Artillery of the East India Company, commanded by Lieut.-Colonel Hay. These were the assailants on the occasion.

Of the defenders, the Provisional Battalion, under Lieutenant-Colonel Weare, occupied the bastion on the right of the works; and the 80th Regiment under Major Bunbury, were on the left; in the redoubt which was to be blown up, the guns in both were manned by the Royal Artillery.

On a signal from the Major-General the firing of cannon and musketry commenced on both sides; and for spectators the effect was as startling as it was imposing. The first movement that was apparent was a sortie made by the Grenadiers of the 80th, whose high bear-skin caps and flashing bayonets were seen emerging from a cloud of smoke and dust, as they rushed on with a glorious hurra to the attack of the rifles holding the advanced trenches, and protecting the situation when the miners were at work. The sortie was successful, and they got possession of the lodgement, which enabled the Sappers who accompanied them to make great havoc in upsetting the gabions, destroying the parapet, &c.

The Rifles, being reinforced from the parallel, attacked them in return, and the sortie was repulsed and driven in. The Miners again resumed the work, and shortly afterwards the order was given to explode the mines, three of which had been lodged in the counter-scarp, and two in the opposite scarp, calculated to make a breach of 100 feet in breadth. An Engineer officer was seen to light the match, and the troops in the immediate vicinity to retire a little; the fire of all arms was maintained with the utmost vigour, but the entrance of the gallery where the match was seen burning was watched with anxiety, and almost in breathless suspense. At length the train took fire, and burning with fury, and tearing up the ground in which it was buried as it went, it speeded on its errand. The whole mass of the parapet first heaved and then burst upwards in flame and fragments, and when the smoke had cleared away a great yawning breach occupied the place of the smooth surface of the parapet and its slopes, which but an instant before had stood there. This was quickly occupied by its defenders again, whose flag still waved over their heads; but we soon observed a compact little column of Rifles, led on by Captain Simmons, issuing from the right of the parallel, and steadily moving up the hill with their heads straight for the breach. On a sudden they made a rush that nothing short of a stone wall could have resisted, and won the work in gallant style—down came the flag and up went the British ensign. This storming party was closely followed by a party of Sappers, carrying tools and gabions—which all looked very like business.

The possession of this work was the signal for a simultaneous assault being made on the high bastion on the left, and on a connecting outwork, like a covered way, in the centre. The former was executed by the Royal Marines, with their accustomed steadiness and celerity; and the bastion was defended by Colonel Weare, in a manner which made it appear that he was determined to dispute every inch of ground. The center attack was made by the Rifles. The column issued from an opening in the parallel, and covered by a strong firing party, was thrown under some broken ground, not far from the works, where they lay in a solid mass in less



space than humanity ever was packed in before. Meantime the firing party skirmished with the defenders from some rough bushes, advancing till they got hold of the ground close under their noses, and then came on the column with a sudden rush, which gained them possession of the parapet. The 69th, however, under Captain Blackburne, still held the traverses in the interior, and disputed them in succession, in a most effective style. The manner in which the attack was put forward by Colonel Lees, and the advance of the column and skirmishers, was worthy of himself and his corps, which is saying a good deal. We heard it remarked that he shuffled them about with as much facility as if they were a pack of cards in his hands.

The defenders being driven from all their advanced works, retired on a redoubt in the rear. The guns that had been taken were turned upon them, and the operations were terminated by the Sappers executing a flying sap, as a musketry parapet, to support an attack on the redoubt. This was effected in an incredibly short time, for it was completed and occupied in less than eight minutes, under the protection of a firing party, disposed close in rear of the workmen. After this the bugle sounded cease firing, the troops were drawn up in close column of divisions, and then marched past Sir Leonard Greenwell in review order on the way to their barracks.

We have seldom witnessed a more service-like representation of the spirit-stirring horrors of war than was exhibited on this occasion. The day was fine, the troops in first-rate order and discipline, and in the excitement which such a scene produces one almost forgot it was not real. It was not only a splendid and most interesting spectacle to the immense concourse of persons who were assembled to gratify their curiosity, but the operations were highly instructive to the officers and men, of all arms, who were engaged in it.

Many distinguished officers and individuals were present on the occasion, among whom we noticed Sir James Carnac, Colonel Warre, Lord Prudhoe, Sir W. Young, Sir Henry Hunt, Colonel Brotherton and others.

Previous to the commencement of these operations, Sir James Carnac, Chairman of the East India Company, with a deputation of Directors, reviewed the depôt of their Service, now consisting of 600 Artillery, under the command of Lieut.-Colonel Hay.

After a minute inspection of this fine body of men, as well as of their barracks, interior economy, &c., he expressed his marked approbation of all he had seen, which must have been gratifying to those concerned, for Sir James Carnac, besides his high political character, is a distinguished officer of the Indian Army, and is therefore able to appreciate the operation of a system which has for so many years rendered this depôt conspicuous for its discipline and regularity.

In the evening a splendid dinner was given by the Chairman and Directors to Major-General Sir Leonard Greenwell, Sir James Gordon, Colonel Warre, Colonel Pasley, Colonel Hay, and other officers of rank who were present on the occasion.

#### NAVY AND ARMY ESTIMATES.

##### NAVY ESTIMATES, 1837-38.

| ABSTRACT.                              |   | Required to be                             | Last vote for               |
|--|---|--|-----------------------------|
|  |   | voted for the Service of the year 1837-38. | the financial year 1836-37. |
|  |   | £  | £                           |
| Wages to Seamen and Marines            | . | 1,051,916                                  | 1,063,160                   |
| Victuals for do.                       | . | 452,898                                    | 437,103                     |
| Admiralty Office                       | . | 109,195                                    | 110,302                     |
| Office for Registry of Merchant Seamen | . | 2,365                                      | 1,500                       |
| Scientific Branch                      | . | 33,270                                     | 26,370                      |
| H.M.'s Establishments at Home          | . | 114,506                                    | 118,214                     |



|  |           |           |
|--|-----------|-----------|
| H.M.'s Establishments Abroad   | £19,654   | £21,826   |
| Wages to Artificers, &c., employed in his Majesty's Establishments at Home | 408,535   | 355,623   |
| Wages to Artificers, &c., employed in his Majesty's Establishments Abroad  | 24,335    | 24,335    |
| Naval Stores, &c., for the Building and Repair of Ships, Docks, Wharfs &c. | 359,827   | 371,431   |
| New Works, Improvements, and Repairs in the Yards, &c.                     | 108,048   | 106,095   |
| Medicines and Medical Stores   | 18,160    | 19,221    |
| Miscellaneous Services   | 29,366    | 66,421    |
| Total for the Effective Service  | 2,736,075 | 2,721,601 |
| Half-pay to Officers of the Navy and Royal Marines                         | 810,771   | 813,985   |
| Military Pensions and Allowances   | 528,649   | 538,570   |
| Civil Pensions and Allowances  | 208,765   | 210,042   |
| Total for the Naval Service  | 4,284,260 | 4,284,198 |
| For the Service of other Departments of Government:—                       |           |           |
| Army and Ordnance Departments (Conveyance of Troops, &c.)                  | 139,053   | 150,089   |
| Home Department (Convict Service)  | 98,188    | 99,256    |
| Grand Total  | 4,521,501 | 4,533,543 |

MINTO.—DALMENY.

## ARMY ESTIMATES.

## FIELD ALLOWANCES.

|  | £    | s. | d. |
|--|------|----|----|
| Table at St. James's for the Officers of the Life and Foot Guards  | 4000 | 0  | 0  |
| Table Allowance for the Officers on Guard at Dublin Castle, and for providing a Bed for the Field-Officer on Guard | 1004 | 5  | 8  |
| Pay of the Provost-Marshal, Allowance for his Horse, and contingent Expenses of the Det <sup>o</sup> Prison        | 300  | 0  | 0  |
| Superintendent of the Sword Exercise, at 15s a-day   | 273  | 15 | 0  |
| Inspector of Regimental Colours' salary  | 60   | 0  | 0  |
| Allowance to the Medical Museum, Chatham   | 200  | 0  | 0  |

## ABSTRACT OF THE DISTRIBUTION OF THE FORCES ON THE 1ST OF FEBRUARY, 1837.

|   | Establishment. | Effectives. | Wanting to complete. |
|---|----------------|-------------|----------------------|
| In Great Britain.   |                |             |                      |
| Cavalry   | 4,803          | 4,356       | 447                  |
| Foot Guards   | 4,000          | 3,507       | 493                  |
| Infantry of the Line  | 12,759         | 10,778      | 1,981                |
| Recruiting Troops and Companies of Regiments in India               | 192            | 712 *       |                      |
| On passage home   | 3,829          | 3,235       | 594                  |
|   | 25,583         | 22,588      |                      |
| In Ireland.   |                |             |                      |
| Cavalry   | 2,128          | 1,877       | 251                  |
| Foot Guards   | 610            | 515         | 95                   |
| Infantry of the Line  | 16,103         | 14,079      | 2,024                |
|   | 18,871         | 16,501      |                      |
| Abroad, exclusive of India.   |                |             |                      |
| Infantry of the Line, including Detachments of Regiments on passage | 28,706         | 25,560      | 3,146                |
| Royal Veteran Companies   | 299            | 300 †       |                      |
| West India Regiments and African Corps                              | 2,475          | 2,014       | 468                  |
| Colonial Corps  | 2,455          | 2,327       | 128                  |
|   | 33,935         | 30,201      |                      |

\* Supernumeraries, 520.

† Ibid, 1.

|   |               |               |              |
|---|---------------|---------------|--------------|
| <b>In India.</b>  |               |               |              |
| Cavalry, exclusive of Recruiting Troops   | 2,588         | 2,471         | 117          |
| Infantry, exclusive of Recruiting Companies   | 14,700        | 14,463        | 237          |
|   | <u>17,288</u> | <u>16,934</u> |              |
|   |               |               | 9,974        |
|   |               |               | <u>521</u>   |
|   |               |               | 9,453        |
| <b>Total wanting to complete</b>  |               |               |              |
| <b>Exclusive of the Recruiting Troops and Companies of Regiments in India, the numbers for which provision is made in the Land Force Estimates are—</b> |               |               |              |
| At Home   | 44,262        | 39,377        | 5,885        |
| Abroad, exclusive of India  | 33,935        | 30,201        | 3,734        |
|   | <u>78,197</u> | <u>68,578</u> | <u>9,619</u> |
| <b>The force for India, including the Recruiting Troops and Companies at home, is,—</b>   |               |               |              |
| Cavalry   | 2,700         | 2,702 *       |              |
| Infantry of the Line  | 14,780        | 14,944 †      |              |
|   | <u>17,480</u> | <u>17,646</u> | <u>9,619</u> |
|   |               |               | 166          |
|   |               |               | 9,453        |

The effectives were, on the 1st February, 1837,—9619 men below the establishment for service at home and abroad, exclusive of India, and it is not intended to replace casualties beyond an effective force of 70,161 men. A deduction has accordingly been made from the charge of the land forces of 181,000*l.*, on account of the pay and clothing of 8036 men to the 31st March, 1838. The deduction made for the year ending 31st March, 1837, was also 181,000*l.* for 8036 non-effective men.

War-Office, Feb. 17, 1837.

Howick.

#### ESTIMATE OF THE HORSE GUARDS STAFF.

|   | Per Diem. | Per Annum.         |
|---|-----------|--------------------|
|   | £ s. d.   | £ s. d.            |
| General Commanding-in-Chief   | 9 9 6     | 3,458 7 6          |
| Four Aides-de-Camp, each 9 <i>s.</i> 6 <i>d.</i>  | 1 18 0    | 693 10 0           |
| Military Secretary  |           | 2,000 0 0          |
| <b>Total</b>  |           | <u>6,151 17 6</u>  |
| Adjutant-General  | 3 15 10   | 1,383 19 2         |
| Allowance to do.  |           | 500 0 0            |
| Deputy Adjutant-General   | 1 17 11   | 691 19 7           |
| Assistant Adjutant-General  | 0 19 0    | 346 15 0           |
| Deputy Assistant Adjutant-General   | 0 14 3    | 260 1 3            |
| <b>Total</b>  |           | <u>3,182 15 0</u>  |
| Quartermaster-General   | 3 15 10   | 1,383 19 2         |
| Allowance to do.  |           | 500 0 0            |
| Deputy Quartermaster-General  |           |                    |
| Assistant Quartermaster-General   | 1 7 6     | 501 17 6           |
| Deputy Assistant Quartermaster-General  | 0 17 6    | 319 7 6            |
| <b>Total</b>  |           | <u>2,705 4 2</u>   |
| <b>Total for the Staff at head-quarters transferred to estimate of Public Departments</b> |           | <u>12,039 16 8</u> |

\* Supernumeraries, 2.

† Ibid, 164.

## Charge of the Public Departments.

|  | Charge to the<br>31st March,<br>1838. | Amount of<br>Estimate to<br>March 31, 1837. |
|--|---------------------------------------|---|
|  | £ s. d.                               | £ s. d.                                     |
| Gen. Commanding-in-Chief and his personal Staff, including their Allowances for Forage and Travelling Expenses, Secretaries, Clerks, &c.                       | 12,871 18 9                           | 12,833 10 0                                 |
| Secretary-at-War, his Deputy, Clerks, &c.  | 27,879 19 0                           | 27,603 16 6                                 |
| Adjutant-General, his Deputy, and Assistants at headquarters, including their Allowances for Forage and Travelling, and other Contingent Expenses, Clerks, &c. | 7,135 9 3                             | 7,156 11 0                                  |
| Quartermaster-Gen., his Assistants at headquarters, including their allowances for Forage and Travelling, and other Contingent Expenses, Clerks, &c.           | 5,522 2 4                             | 6,276 13 6                                  |
| Judge-Advocate-Gen., his Deputy, Clerks, &c., including his Deputy, &c. in Ireland   | 4,587 14 0                            | 4 362 14 0                                  |
| Charge for Public Departments  | 57,997 3 4                            | 58,233 5 0                                  |
| In aid of which Charge may be appropriated the probable amount of the Fee Fund, which is applied towards the Expenditure of the War-Office                     | 1,079 19 0                            | 753 16 6                                    |

|                                       |            |            |
|---------------------------------------|------------|------------|
| To be provided for Public Departments | 56,917 4 4 |            |
| Amount provided for 1836-7            |            | 57,479 8 6 |
| War-Office, Feb. 17, 1837.            |            | Howick.    |

## Rewards for Distinguished Service.

|                                       |      |
|---------------------------------------|------|
| General John Mackenzie                | £190 |
| James Robertson                       | 100  |
| Thomas Scott                          | 300  |
| Lieut.-Gen. John M'Nair               | 175  |
| Sir David Latimer Tynling Widdrington | 175  |
| Sir Thomas Brown                      | 405  |
| Gabriel Gordon                        | 250  |
| John Granby Clay                      | 150  |
| James Cumming                         | 150  |
| Henry Bruce                           | 190  |

The following have been added this year:—

|   |     |
|---|-----|
| Lieut.-Gen. George Kinnaird Dana—Ensign, 26th May, 1786; Lieut., Dec. 31, 1789; Capt., June 4, 1794; Major, Aug. 26, 1796; Lieut.-Col., April 29, 1802; Colonel, June 4, 1811; Major-Gen., June 4, 1814; Lieut.-Gen., July 22, 1830; West Indies and Jamaica. St. Domingo and Cape Tibureen, where he had one of his fingers shot off. Rebellion in Ireland. Egypt and Gibraltar  | 150 |
| General William Wilkinson—Ensign, Feb. 8, 1773; Lieut., April 10, 1775; Capt., Nov. 17, 1780; Major, March 1, 1794; Lieut.-Col., Sept. 1, 1795; Colonel, Sept. 25, 1803; Major-Gen., July 25, 1810; Lieut.-General, June 4, 1814; General, Jan. 10, 1837. South Carolina. Mediterranean, as a Marine Officer. Toulon, where he acted as Town Major. Corsica. Rebellion in Ireland. Malta. Egypt, under Sir R. Abercrombie. East Indies  | 200 |
| Lieut.-Gen. Benjamin Gordon—Lieut., Aug. 22, 1779; Capt., Sept. 1, 1791; Major, March 12; Lieut.-Col., Jan. 1, 1800; Col., July 25, 1810; Major-Gen., June 4, 1813; Lieut.-Gen., May 27, 1825: India for 20 years, during which he was present in most of the battles, sieges, and assaults that took place. Six years on the Staff in Ireland  | 200 |
| Lieut.-Gen. Alexander Halkett—Sec. Lieut., March 31, 1790; Lieut., March 31, 1793; Capt., March 25, 1794; Major, Nov. 27, 1779; Lieut.-Col., Aug. 25, 1800; Col., July 25, 1810; Major-Gen., June 4, 1813; Lieut.-Gen., May 27, 1825; Was at the capture of Martinique, St. Lucia, and Guadaloupe. West Indies and Jamaica till 1796. Ostend, under Sir Eyre Coote, where he was taken prisoner. Helder in 1799, where he was twice wounded. Capture of the Cape of Good Hope in 1806 | 200 |
| Remaining to be appropriated  | 624 |

£3,544



## Abstract of the Effective Army Services.

|  | £         | s. | d. |
|--|-----------|----|----|
| Land Forces—In the United Kingdom and the Colonies | 3,170,531 | 1  | 10 |
| In the East Indies                                 | 677,441   | 13 | 9  |
| Staff Officers                                     | 158,150   | 0  | 1  |
| Public Departments                                 | 57,997    | 3  | 4  |
| Royal Military College                             | 17,923    | 14 | 9  |
| Royal Military Asylum and Hibernian School         | 16,398    | 10 | 0  |
| Volunteer Corps                                    | 105,407   | 6  | 8  |
|  | 4,173,849 | 10 | 5  |
| Deduct charge defrayed by the East India Company   | 677,441   | 13 | 9  |
|  | 3,496,407 | 16 | 8  |

War-Office, Feb. 17, 1837.

Howick.

## Abstract of the Non-Effective Army Services.

|  | £         | s. | d. |
|--|-----------|----|----|
| Rewards for Military Service   | 16,432    | 9  | 7  |
| Army Pay of General Officers   | 113,000   | 0  | 0  |
| Full Pay for Retired Officers  | 66,500    | 0  | 0  |
| Half-pay and Military Allowances                                       | 519,900   | 0  | 0  |
| Foreign Half-pay   | 71,800    | 0  | 0  |
| Widows' Pensions   | 148,728   | 0  | 0  |
| Compassionate Allowances, Bounty Warrants, and Pensions for Wounds     | 146,500   | 0  | 0  |
| In-Pensioners of Chelsea and Kilmainham, and Out-Pensioners of Chelsea | 1,326,293 | 10 | 9  |
| Superannuation Allowances  | 47,150    | 18 | 6  |
| Numbers and Charge to 31st March, 1836                                 | 2,485,404 | 18 | 10 |

Mem.—By the Act 4 Geo. IV. c. 71, a sum of £60,000 per annum is paid into his Majesty's Exchequer by the East India Company, on account of the charge for Retiring Pay and Pensions, and other Expenses of that nature, arising in respect of his Majesty's Forces serving in India. This sum is applied towards the General Expenses of the State.

War-Office, Feb. 17, 1837.

Howick.

## CHARGE OF THE ROYAL MILITARY COLLEGE, FROM APRIL 1ST, 1837, TO MARCH 31ST, 1838.

The charge for the Pay and Allowances of the Officers of the Establishment, and for the Maintenance and Instruction of the Student, is—

## Pay and Salaries of the Military Branch:—

|  | £     | s. | d. |
|--|-------|----|----|
| Governor   | 1,000 | 0  | 0  |
| Lieutenant-Governor—Staff Pay, at 1 <i>l.</i> 1 <i>s.</i> per diem   | 383   | 5  | 0  |
| 2 Captains of Companies, each, do. at 7 <i>s.</i> 1 <i>d.</i> per diem   | 258   | 10 | 10 |
| Adjutant and Paymaster, do. per annum  | 163   | 2  | 6  |
| and allowance as Superintendent of Studies   | 300   | 0  | 0  |
| Quartermaster do. 5 <i>l.</i> 4 <i>d.</i> per diem   | 97    | 6  | 8  |
| Surgeon  | 255   | 10 | 0  |
| Assistant-Surgeon  | 136   | 17 | 6  |
| Chaplain, Librarian, and Superintendent of Classical Instruction   | 300   | 0  | 0  |
| 1 Serjeant-Major at 4 <i>s.</i> per diem   | 73    | 0  | 0  |
| 1 Quartermaster-Serjeant, acting also as Riding-Master   | 436   | 17 | 6  |
| 6 Staff-Serjeants, 1 Hospital Serjeant, and 1 Serjeant, acting as Master of the Band, each at 3 <i>s.</i> per diem | 438   | 0  | 0  |
| 8 Drummers, 4 Fifers, and 1 Bugler, each at 1 <i>s.</i> 6 <i>d.</i> per diem                                       | 355   | 17 | 6  |
|  | 3,898 | 7  | 6  |

## Pay and Salaries of the Civil Branch:—

|  | £   | s. | d. |
|--|-----|----|----|
| 1 Professor of Mathematics   | 405 | 0  | 0  |
| 1 do.  | 300 | 0  | 0  |
| 1 Master of Arithmetic   | 262 | 5  | 7  |
| 1 do.  | 219 | 0  | 0  |
| 1 Professor of Fortification   | 273 | 15 | 0  |
| 1 do.  | 202 | 5  | 0  |
| 1 Master of do.  | 182 | 10 | 0  |
| 1 Professor of Military Surveying  | 282 | 0  | 0  |
| 1 do.  | 200 | 0  | 0  |
| 1 Master of Military Drawing   | 205 | 2  | 6  |
| 1 Professor of French  | 252 | 17 | 4  |
| 1 Master of do.  | 193 | 18 | 6  |
| 1 Professor of German  | 265 | 10 | 0  |
| 1 Professor of History, Geography and Classics   | 264 | 15 | 10 |
| 1 Master of do.  | 168 | 0  | 0  |
| 1 Professor of Landscape Drawing   | 300 | 0  | 0  |
| Teaching Astronomy   | 50  | 0  | 0  |
| Expenses of the Riding School, and of instructing Officers and Gentlemen Cadets in Entrenching, Sapping, and Pontooning, with Charges for Materials, Models, &c. | 260 | 0  | 0  |
| 1 College Clerks, viz., 1 at 200 <i>l.</i> , 2 at 160 <i>l.</i> each, and 1 at 140 <i>l.</i>   | 660 | 0  | 0  |
| 1 Housekeeper  | 95  | 12 | 6  |
| 1 Nurse to the Infirmary   | 35  | 0  | 0  |
| 1 Armourer, at 3 <i>s.</i> per diem, and 1 Porter, at 3 <i>s.</i> 6 <i>d.</i> per diem   | 118 | 12 | 6  |
| 15 Men Servants, at 16 <i>s.</i> each per week   | 625 | 14 | 3  |

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5,761 19 0

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## Board and Washing—

|   |       |    |   |
|---|-------|----|---|
| Board of 180 Gentlemen Cadets, at 1 <i>s.</i> 1 <i>d.</i> each per diem   | 2,632 | 10 | 0 |
| Washing the Body Linen of the Gentlemen Cadets, and the Household Linen of the Establishment, at 2½ <i>d.</i> per diem for each Cadet | 506   | 5  | 0 |

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3,138 15 0

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## Coals, Candles, Oil, and Lighting the College—

|   |       |   |    |
|---|-------|---|----|
| 680 Tons of Coals, at 1 <i>l.</i> 13 <i>s.</i> 4½ <i>d.</i> per ton | 1,134 | 0 | 10 |
| 450 Dozen lbs. of Candles, at 6 <i>s.</i> per 12 lbs.               | 135   | 0 | 0  |
| Oil and Lighting the College  | 150   | 0 | 0  |

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1,419 0 10

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## Forage—

|   |     |    |   |
|---|-----|----|---|
| Governor, 4 Horses, at 1 <i>s.</i> 11 <i>d.</i> each per diem   | 139 | 18 | 4 |
| Lieutenant-Governor, 2 Horses, at 1 <i>s.</i> 11 <i>d.</i> each per diem                              | 69  | 19 | 2 |
| Professor of Military Surveying, Senior Department, 1 Horse at 1 <i>s.</i> 11 <i>d.</i> each per diem | 34  | 19 | 7 |
| Ditto Junior ditto, 1 Horse, at 1 <i>s.</i> 11 <i>d.</i> each per diem                                | 34  | 19 | 7 |

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279 16 8

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|   |       |    |   |
|---|-------|----|---|
| Postage and Stationary for the Secretary                                      | 60    | 0  | 0 |
| Stationary for 180 Gentlemen Cadets   | 410   | 0  | 0 |
| Contingencies   | 1,200 | 0  | 0 |
| Fencing, Planting, and Improvement of the College Estate                      | 300   | 0  | 0 |
| Rates and Taxes   | 400   | 0  | 0 |
| Forage, Contingencies, &c., for 15 Officers permitted to study at the College | 300   | 0  | 0 |
| Salary of the Secretary   | 200   | 0  | 0 |
| Balance applicable to Repairs, Painting, &c.                                  | 555   | 15 | 9 |

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17,923 14 9

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Charge to March 31, 1838.

| This Charge is covered by the Subscriptions of the Gentlemen                |     |           |   | £      | s. | d. |
|---|-----|-----------|---|--------|----|----|
| Cadets of the 1st class   | .   | .         | . | 2,000  | 0  | 0  |
| Do.   | Do. | 2nd class | . | 3,250  | 0  | 0  |
| Do.   | Do. | 3rd class | . | 13,125 | 0  | 0  |
| Of 15 Officers studying at the College                                      | .   | .         | . | 472    | 10 | 0  |
| Amount of Rent due at Michaelmas, 1836, for the College Estate at Sandhurst | .   | .         | . | 76     | 4  | 9  |

Amount of Appropriations in aid . . . . . 17,923 14 9  
 No Parliamentary Grant will be required in aid of the charge of the Royal Mil. Col., for the year ending March 31, 1838.  
 War Office, Feb. 17, 1837. Howick.

ORDNANCE ESTIMATES.  
ORDINARY.

|   | 1837-8.  | 1836 7.  |
|---|----------|----------|
| Civil Establishments (Tower, Pall-Mall, and Dublin)                     | £66,975  | £67,096  |
| Departments, Woolwich   | 8,228    | 8,181    |
| Salaries at Home Stations   | 13,909   | 13,890   |
| Ditto at Out-Stations in Ireland and Foreign Stations                   | 28,301   | 27,778   |
| Ditto Barrack-Masters, &c., in Great Britain, Ireland, and the Colonies | 33,723   | 33,968   |
| Master-Gunners  | 4,447    | 4,447    |
| Royal Engineers, and Sappers and Miners                                 | 74,259   | 73,821   |
| Royal Regiment of Artillery   | 274,625  | 274,496  |
| House Artillery, &c.  | 36,188   | 36,045   |
| Field Train   | 602      | 602      |
| Medical Establishment   | 10,129   | 10,129   |
| Academical Establishment  | ..       | ..       |
| Total of the Ordinary   | £551,388 | £550,453 |

EXTRAORDINARIES.

|  |         |         |
|--|---------|---------|
| Charge for the Superintendence of Ordnance Works and Repairs, Great Britain, Ireland, and the Colonies                                 | 29,040  | 29,240  |
| Ordnance Works and Repairs, and Storekeepers' Expenditure, in Great Britain, Ireland, and the Colonies                                 | 124,827 | 132,672 |
| Charge for the Superintendence of the Building and Repair of Barracks in Great Britain, Ireland, and the Colonies                      | 29,040  | 29,240  |
| Building and Repair of Barracks in Great Britain, Ireland, and the Colonies  | 123,169 | 111,526 |
| Barrack-Masters' Expenditure, Allowances to Barrack-Masters, and Lodging Money to Officers in Great Britain, Ireland, and the Colonies | 60,211  | 57,753  |
| Military, Civil, and Barrack Contingencies   | 238,746 | 131,113 |
| Stores { Ordnance<br>{ Military Store Branch }   | 65,000  | 75,000  |
| On Account of Stores required for Foreign Works and Repairs, taken in the Estimate 1836-37, in anticipation for the year 1837-38       | Nil.    | 20,000  |

|                              |          |          |
|------------------------------|----------|----------|
| Total of the Extraordinaries | £570,033 | £586,544 |
| Unprovided                   | 8,324    | 5,418    |
| Superannuated                | 169,847  | 159,617  |
| Commissariat Supplies        | 203,378  | 141,417  |

RECAPITULATION.

|                       |         |         |
|-----------------------|---------|---------|
| Ordinary              | 551,388 | 550,453 |
| Extraordinaries       | 570,033 | 586,544 |
| Unprovided            | 8,324   | 5,418   |
| Superannuated         | 169,847 | 159,617 |
| Commissariat Supplies | 203,378 | 141,417 |

|  |            |            |
|--|------------|------------|
| To be Expended   | 1,502,970  | 1,443,449  |
| Deduct Credits :<br>By Rents, Sale of Lands and Premises, Sale of Arms,<br>Old Stores, Rent of Canteens, &c. | 200,956    | 180,000    |
| Total to be voted  | £1,302,014 | £1,263,449 |



LIST of SHIPS of the Royal Navy in Commission 1st May, 1837, specifying their respective Ratings, Ages, the Yards where Built, the Dates of being Commissioned, and Present Stations.

| Names.                       | No. of Guns. | By whom Commanded.                    | Where Built.   | When Built. | When Commissioned. | Present Station.   |
|------------------------------|--------------|---------------------------------------|----------------|-------------|--------------------|--------------------|
| <b>FIRST RATES.</b>          |              |                                       |                |             |                    |                    |
| Britannia . . . . .          | 120          | Capt. J. W. D. Dundas                 | Plymouth       | 1820        | 1836               | Portsmouth         |
| Caledonia . . . . .          | 120          | Capt. G. B. Martin, C.B.              | ditto          | 1808        | 1833               | Mediterranean      |
| Howe . . . . .               | 120          | Capt. C. H. Paget                     | Chatham        | 1815        | 1835               | Sheerness          |
| San Josef . . . . .          | 110          | Capt. J. Hancock, C.B.                | "              |             | 1836               | Plymouth           |
| Princess Charlotte . . . . . | 104          | Capt. A. Fanshawe                     | Portsmouth     | 1825        | 1837               | Portsmouth         |
| Royal Adelaide . . . . .     | 104          | Capt. J. Sykes                        | Plymouth       | 1828        | 1836               | Plymouth           |
| Temeraire . . . . .          | 104          | Capt. T. F. Kennedy                   | Chatham        | 1798        | 1836               | Sheerness          |
| Victory . . . . .            | 104          | Capt. T. Seale, C.B.                  | ditto          | 1765        | 1836               | Portsmouth         |
| <b>SECOND RATES.</b>         |              |                                       |                |             |                    |                    |
| Rodney . . . . .             | 92           | Capt. Hyde Parker                     | Pembroke       | 1833        | 1835               | Mediterranean      |
| Asia . . . . .               | 84           | Capt. W. Fisher                       | Bombay         | 1824        | 1836               | ditto              |
| Bellerophon . . . . .        | 80           | Capt. S. Jackson, C.B.                | Portsmouth     | 1818        | 1836               | ditto              |
| Vanguard . . . . .           | 80           | Capt. Sir T. Fellowes, Kt., C.B.      | Pembroke       | 1836        | 1836               | ditto.             |
| <b>THIRD RATES.</b>          |              |                                       |                |             |                    |                    |
| Revenge . . . . .            | 78           | Capt. W. Elliott, C.B., [K.C.H.]      | Chatham        | 1805        | 1834               | Mediterranean      |
| Excellent . . . . .          | 76           | Capt. T. Hastings                     | Portsmouth     | 1810        | 1834               | Portsmouth         |
| Cornwallis . . . . .         | 74           | Capt. Sir R. Grant, Kt.               | Bombay         | 1813        | 1836               | Plymouth           |
| Hastings . . . . .           | 74           | Capt. H. Shiffner                     | Calcutta       | 1818        | 1834               | Lisbon             |
| Hercules . . . . .           | 74           | Capt. M. F. F. Berkeley               | Chatham        | 1815        | 1836               | Portsmouth         |
| Magnificent . . . . .        | 74           | Com. J. Paget                         | Merchant's Yd  | 1806        | 1831               | Jamaica†           |
| Malabar . . . . .            | 74           | Capt. Sir W. A. Montagu, C.B., K.C.H. | Bombay         | 1818        | 1831               | Lisbon             |
| Melville . . . . .           | 74           | Capt. P. J. Douglas                   | ditto          | 1817        | 1836               | N. Amer. & W. Ind. |
| Minden . . . . .             | 74           | Capt. A. R. Sharpe, C.B.              | ditto          | 1810        | 1836               | Lisbon             |
| Pembroke . . . . .           | 74           | Capt. F. Moresley, C.B.               | Merchant's Yd. | 1760        | 1836               | ditto              |
| Russell . . . . .            | 74           | Capt. Sir W. H. Dillon, K.C.H.        | Deptford       | 1822        | 1835               | ditto              |
| Talavera . . . . .           | 74           | Capt. W. B. Mends                     | Woolwich       | 1818        | 1836               | Plymouth           |
| <b>FOURTH RATES.</b>         |              |                                       |                |             |                    |                    |
| Portland . . . . .           | 52           | Capt. D. Price                        | Plymouth       | 1822        | 1834               | Mediterranean      |
| Winchester . . . . .         | 52           | Capt. E. Sparshott, K.H.              | Woolwich       | 1822        | 1834               | East Indies        |
| Barham . . . . .             | 50           | Capt. A. L. Corry                     | Merchant's Yd  | 1810        | 1835               | Mediterranean      |
| Dublin . . . . .             | 50           | Capt. R. Tait                         | ditto          | 1812        | 1835               | South America      |
| <b>FIFTH RATES.</b>          |              |                                       |                |             |                    |                    |
| Blonde . . . . .             | 46           | Capt. F. Mason, C.B.                  | Deptford       | 1819        | 1833               | South America      |
| Madagascar . . . . .         | 46           | Capt. Sir J. S. Peyton, K.C.H.        | Bombay         | 1822        | 1836               | West Indies        |
| Seringapatam . . . . .       | 46           | Capt. J. Leith [van, C.B.]            | Bombay         | 1819        | 1837               | Sheerness          |
| Stag . . . . .               | 46           | Commodore T. B. Sulli-                | Pembroke       | 1830        | 1835               | S. Amer. [of Afra. |
| Thalia . . . . .             | 46           | Capt. R. Wauchope                     | Chatham        | 1830        | 1834               | Cape G. Hope & Ct. |
| Astrea . . . . .             | 42           | Capt. Js. Plumridge                   | Merchant's Yd. | 1810        | 1823               | Falmouth‡          |
| Belvidera . . . . .          | 42           | Capt. C. B. Strong                    | Deptford       | 1809        | 1833               | West Indies        |
| Tartar . . . . .             | 42           | Lieut. G. Davies                      | Deptford       | 1814        | 1836               | Chatham            |
| Castor . . . . .             | 36           | Capt. Ed. Collier                     | Chatham        | 1832        | 1832               | Chatham            |
| Inconstant . . . . .         | 36           | Capt. D. Pung                         | Portsmouth     | 1836        | 1836               | Lisbon             |
| Pique . . . . .              | 36           | Capt. Hon. J. H. Rous                 | Plymouth       | 1834        | 1836               | ditto              |
| <b>SIXTH RATES.</b>          |              |                                       |                |             |                    |                    |
| Andromacho . . . . .         | 28           | Capt. H. D. Chads                     | Pembroke       | 1832        | 1833               | East Indies        |
| Conway . . . . .             | 28           | Capt. C. R. Drinkwater                | Chatham        | 1832        | 1836               | ditto              |
| Imogene . . . . .            | 28           | Capt. W. H. Bruce                     | Pembroke       | 1831        | 1836               | South America      |
| North Star . . . . .         | 28           | Commodore Lord J. Hay                 | Woolwich       | 1824        | 1837               | Lisbon             |
| Rainbow . . . . .            | 28           | Capt. T. Bennett                      | Chatham        | 1823        | 1834               | West Indies        |
| Rattlesnake . . . . .        | 28           | Capt. W. Hobson                       | Chatham        | 1822        | 1834               | East Indies        |
| Samarang . . . . .           | 28           | Capt. W. Broughton                    | Cochin         | 1822        | 1836               | South America      |
| Sappho . . . . .             | 28           | Capt. R. F. Rowley                    | Portsmouth     | 1827        | 1835               | Mediterranean      |
| Talbot . . . . .             | 28           | Capt. F. W. Pennell                   | Pembroke       | 1824        | 1834               | South America      |
| Volage . . . . .             | 28           | Capt. P. Richards                     | Portsmouth     | 1825        | 1833               | Mediterranean      |
| Actæon . . . . .             | 26           | Capt. Lord Ed. Russell                | ditto          | 1831        | 1834               | South America      |

\* Taken from Spaniards in 1797.

† Receiving Ship—reduced to the complement of four guns.

‡ Commissioned by Captain-Superintendent of Packets—reduced to complement of six guns. || Receiving Ship.

| Names                      | No. of Guns | By whom Commanded.         | Where Built.   | When Built | When Commissioned. | Present Station. |
|----------------------------|-------------|----------------------------|----------------|------------|--------------------|------------------|
| Carysfort . . . . .        | 26          | Capt. H. B. Martin         | Pembroke       | 1836       | 1836               | Mediterranean    |
| Cleopatra . . . . .        | 26          | Capt. Hon. G. Grey         | ditto          | 1831       | 1835               | South America    |
| Vestal . . . . .           | 26          | Capt. W. Jones             | Sheerness      | 1833       | 1833               | West Indies      |
| Magicienne . . . . .       | 24          | Capt. G. W. St. J. Mildmay | Merchant's Yd  | 1842       | 1835               | Lisbon           |
| Tribune . . . . .          | 24          | Capt. J. Tompkinson        | ditto          | 1803       | 1834               | Mediterranean    |
| Brune . . . . .            | 22          | Com. J. Kains              | In France      | 1787       | 1836               | Chatham*         |
| Ceylon . . . . .           | 22          | Lieut. J. G. M'Kenzie      |                |            | 1834               | Malta†           |
| STOOPS.                    |             |                            |                |            |                    |                  |
| Nimrod . . . . .           | 20          | Com. J. Fraser             | Deptford       | 1828       | 1835               | West Indies      |
| Pearl . . . . .            | 20          | Com. Lord C. E. Paget      | Merchant's Yd  | 1826       | 1835               | Lisbon           |
| Tweed . . . . .            | 20          | Com. Hon. F. T. Pelham     | Portsmouth     | 1823       | 1835               | ditto            |
| Champion . . . . .         | 18          | Com. G. St. V. King        | ditto          | 1824       | 1835               | West Indies      |
| Columbine . . . . .        | 8           | Com. T. Henderson          | ditto          | 1826       | 1834               | Coast of Africa  |
| Comus . . . . .            | 18          | Com. Hon. P. P. Cary       | Pembroke       | 1828       | 1837               | Plymouth         |
| Dido . . . . .             | 18          | Capt. L. Davies, C.B.      | Pembroke       | 1831       | 1836               | Mediterranean    |
| Fly . . . . .              | 14          | Com. R. Elliott            | Pembroke       | 1831       | 1836               | South America    |
| Haniel . . . . .           | 18          | Com. W. H. H. Carew        | ditto          | 1831       | 1835               | ditto            |
| Lune . . . . .             | 18          | Com. J. P. Blake           | ditto          | 1829       | 1837               | Portsmouth       |
| Orestes . . . . .          | 18          | Com. J. J. F. Newell       | Portsmouth     | 1824       | 1834               | Mediterranean    |
| Pylades . . . . .          | 18          | Com. W. L. Castle          | Woolwich       | 1821       | 1835               | Coast of Africa  |
| Racehorse . . . . .        | 18          | Com. Sir J. E. Home, Bart  | Plymouth       | 1830       | 1834               | West Indies      |
| Rose . . . . .             | 18          | Com. W. Barrow             | Portsmouth     | 1821       | 1831               | East Indies      |
| Rover . . . . .            | 18          | Com. C. Eden               | Chatham        | 1832       | 1834               | South America    |
| Scout . . . . .            | 14          | Com. R. Craigie            | ditto          | 1832       | 1835               | Coast of Africa  |
| Wolf . . . . .             | 18          | Com. E. Stanley            | Portsmouth     | 1826       | 1834               | East Indies      |
| Childers . . . . .         | 16          | Com. Hon. H. Keppell       | Chatham        | 1827       | 1834               | Mediterranean    |
| Pelican . . . . .          | 16          | Com. B. Popham             | Merchant's Yd  | 1812       | 1834               | Coast of Africa  |
| Raleigh . . . . .          | 16          | Capt. M. Quin              | ditto          | 1806       | 1834               | East Indies      |
| Satellite . . . . .        | 16          | Com. R. Robb               | Pembroke       | 1826       | 1835               | West Indies      |
| Tinculo . . . . .          | 16          | Com. H. E. Coffin          | Merchant's Yd  | 1809       | 1837               | Plymouth         |
| Victor . . . . .           | 16          | Com. R. Crozier            | Bombay         | 1814       | 1834               | East Indies      |
| Zebra . . . . .            | 16          | Com. R. C. M'Crear         | Bombay         | 1815       | 1834               | East Indies      |
| Scylla, barque . . . . .   | 16          | Com. Hon. J. Denman        | Merchant's Yd  | 1809       | 1837               | Lisbon           |
| BRIGS.                     |             |                            |                |            |                    |                  |
| Clio . . . . .             | 16          | Com. W. Richardson (a)     | Merchant's Yd  | 1807       | 1835               | Mediterranean    |
| Cruizer . . . . .          | 16          | Com. W. A. Willis          | Chatham        | 1828       | 1833               | West Indies      |
| Gannet . . . . .           | 16          | Capt. W. G. H. Whish       | Merchant's Yd  | 1814       | 1834               | ditto            |
| Harlequin . . . . .        | 16          | Com. J. E. Erskine         | Pembroke       | 1836       | 1836               | Mediterranean    |
| Jasour . . . . .           | 16          | Com. J. Hackett            | Merchant's Yd  | 1813       | 1833               | ditto            |
| Pelorus . . . . .          | 16          | Com. T. Harding            | ditto          | 1808       | 1837               | East Indies      |
| Racer . . . . .            | 16          | Com. J. Hope               | Portsmouth     | 1833       | 1833               | West Indies      |
| Ringdove . . . . .         | 16          | Com. H. S. Nixon           | Plymouth       | 1833       | 1837               | Plymouth         |
| Serpent . . . . .          | 16          | Com. R. L. Warren          | Merchant's Yd  | 1832       | 1836               | West Indies      |
| Sappho . . . . .           | 16          | Com. T. Fraser             | Woolwich       | 1833       | 1837               | Plymouth         |
| Snake . . . . .            | 16          | Com. A. Milne              | Merchant's Yd. | 1822       | 1837               | Sheerness        |
| Sparrow Hawk . . . . .     | 16          | Com. J. Shepherd           | Woolwich       | 1807       | 1837               | Portsmouth       |
| Wanderer . . . . .         | 16          | Com. T. Bushby             | Chatham        | 1815       | 1835               | West Indies      |
| Wolverine . . . . .        | 16          | Com. Hon. E. Howard        | ditto          | 1836       | 1836               | Mediterranean    |
| Algerine . . . . .         | 10          | Lieut. W. S. Thomas        | Chatham        | 1829       | 1835               | East Indies      |
| Beagle . . . . .           | 10          | Com. J. C. Wickham         | Woolwich       | 1820       | 1837               | Woolwich         |
| Cameleon . . . . .         | 10          | Lieut. J. Bradley          | Bombay         | 1814       | 1834               | Lisbon           |
| Culw . . . . .             | 10          | Lieut. E. Norcott          | Woolwich       | 1830       | 1835               | Coast of Africa  |
| Espan . . . . .            | 10          | Lieut. C. W. Riley [ments] | Chatham        | 1826       | 1834               | Falmouth         |
| Harpy . . . . .            | 10          | Lieut. Hon. G. R. A. Cle-  | ditto          | 1825       | 1836               | West Indies      |
| Leveret . . . . .          | 10          | Lieut. C. J. Bosanquet     | Portsmouth     | 1825       | 1835               | Coast of Africa  |
| Nautilus . . . . .         | 10          | Lieut. W. Crooke           | Woolwich       | 1830       | 1834               | Mediterranean    |
| Rapid . . . . .            | 10          | Lieut. Hon. G. H. Kamaid   | Portsmouth     | 1829       | 1836               | ditto            |
| Rolla . . . . .            | 10          | Lieut. F. H. H. Glasse     | Plymouth       | 1829       | 1833               | Coast of Africa  |
| Royalist . . . . .         | 10          | Lieut. Hon. E. Plunkett    | Portsmouth     | 1823       | 1834               | Lisbon           |
| Saracen . . . . .          | 10          | Lieut. H. W. Hill          | Plymouth       | 1831       | 1837               | Plymouth         |
| Savage . . . . .           | 10          | Lieut. Hon. E. R. Cuzon    | Plymouth       | 1830       | 1836               | Lisbon           |
| Scorpion . . . . .         | 10          | Lieut. G. Gayton           | ditto          | 1832       | 1834               | Plymouth         |
| Water Watch . . . . .      | 10          | Lieut. W. Dickey           | Merchant's Yd  | 1832       | 1834               | Coast of Africa  |
| Speedy, cutter . . . . .   | 8           | Lieut. J. M. Mottley       | Pembroke       | 1828       | 1835               | Lisbon           |
| Cockatrice, brigantin      | 6           | Lieut. J. Douglas          | ditto          | 1832       | 1836               | South America    |
| Hornet, ditto . . . . .    | 6           | Lieut. F. R. Coghlan       | Chatham        | 1831       | 1835               | ditto            |
| Spider, ditto . . . . .    | 6           | Lieut. J. O'Reilly (a)     | ditto          | 1832       | 1835               | ditto            |
| Viper, ditto . . . . .     | 6           | Lieut. W. Winnitt          | Pembroke       | 1831       | 1834               | Coast of Africa  |
| Basilisk, ketch . . . . .  | 6           | Lieut. G. G. Macdonald     | Chatham        | 1824       | 1835               | South America    |
| Pickle, schooner . . . . . | 5           | Lieut. A. G. Bulman        | West Indies    | 1827       | 1834               | West Indies      |
| Pincher, ditto . . . . .   | 5           | Lieut. E. Bevan            | ditto          | 1827       | 1835               | ditto            |
| Skipjack, ditto . . . . .  | 5           | Lieut. J. J. Robinson      | ditto          | 1827       | 1834               | ditto            |

\* Ordinary Depot.—Captured from French 1808.

† Receiving Ship—reduced to the complement of two guns.

| Names.                         | No. of Guns. | By whom Commanded.         | Where Built.   | When Built | When Commissioned. | Present Station. |
|--------------------------------|--------------|----------------------------|----------------|------------|--------------------|------------------|
| Magpie, cutter . . .           | 4            | Lieut. T. S. Brock         | Sheerness      | 1830       | 1836               | Mediterranean    |
| Seaflower, ditto . . .         | 4            | Lieut. J. Roche            | Portsmouth     | 1830       | 1835               | Portsmouth       |
| Sparrow, ditto . . .           | 10           | Lieut. W. Lowcay           | Pembroke       | 1828       | 1837               | Portsmouth       |
| Bonnetta . . . . .             | 3            | Lieut. W. & T. Tramp       | Sheerness      | 1836       | 1836               | Coast of Africa  |
| Buzzard . . . . .              | 3            | Lieut. P. Campbell         | Portsmouth     | 1834       | 1834               | ditto            |
| Charley's, brigant. . .        | 3            | Lieut. S. Mercer           | Portsmouth     | 1831       | 1834               | Coast of Africa  |
| Dolphin . . . . .              | 3            | Lieut. T. L. Roberts       | Sheerness      | 1836       | 1836               | ditto            |
| Forrester, brigantine . .      | 3            | Lieut. G. G. Miall         | Chatham        | 1832       | 1833               | Plymouth         |
| Gullion, ditto . . .           | 3            | Lieut. J. G. D'Urban       | ditto          | 1832       | 1836               | West Indies      |
| Lark, ditto . . . . .          | 3            | Lieut. H. V. Huntley       | Portsmouth     | 1833       | 1833               | Coast of Africa  |
| Fin Rosamond . . . .           | 3            | Lieut. W. B. Oliver        | Was a Slaver   |            | 1837               | Portsmouth       |
| SURVEYING VESSELS.             |              |                            |                |            |                    |                  |
| Alma . . . . .                 | 6            | Capt. A. T. E. Vidal       | Chatham        | 1824       | 1835               | Coast of Africa  |
| Beacon . . . . .               | 8            | Lieut. T. Graves           | Pembroke       | 1823       | 1836               | Mediterranean    |
| Fairy . . . . .                | 10           | Capt. W. Hewett (b)        | Chatham        | 1826       | 1834               | Woolwich         |
| Lark . . . . .                 | 4            | Lieut. E. Barnett          | ditto          | 1830       | 1835               | West Indies      |
| Mastiff . . . . .              | 6            | Mast. Com. G. Thomas       | Merchant's Yd  | 1813       | 1836               | Orkney Isles     |
| Raven . . . . .                | 4            | Lieut. G. A. Bedford       | Pembroke       | 1829       | 1835               | Coast of Africa  |
| Starling . . . . .             |              | Lieut. H. Kellett          | ditto          | 1829       | 1835               | South America    |
| Sulphur . . . . .              | 8            | Com. E. Belcher            | Chatham        | 1826       | 1835               | ditto            |
| Tu . . . . .                   | 6            | Com. R. Owen               | Deptford       | 1829       | 1833               | West Indies      |
| Terror, bomb . . . .           | 10           | Capt. G. Back              | Merchant's Yd. | 1813       | 1836               | Wager River      |
| STEAM VESSELS                  |              |                            |                |            |                    |                  |
| Alban . . . . .                | 100          | Lieut. E. B. Tindling      | Deptford       | 1826       | 1836               | West Indies      |
| Blazer . . . . .               | 160          | Lieut. J. M. Waugh         | Chatham        | 1834       | 1836               | Mediterranean    |
| Canon . . . . .                | 100          | Com. E. E. Owen            | Deptford       | 1827       | 1836               | West Indies      |
| Confiance . . . . .            | 100          | Lieut. W. Arlett           | Woolwich       | 1827       | 1836               | Mediterranean    |
| Echo . . . . .                 | 100          | Lieut. W. James            | ditto          | 1827       | 1836               | West Indies      |
| Fidelity . . . . .             | 140          | Lieut. J. Pearce           | ditto          | 1832       | 1836               | Falmouth         |
| Flamer . . . . .               | 110          | Lieut. J. M. Potbury       | Merchant's Yd  | 1831       | 1836               | West Indies      |
| Hermes . . . . .               | 140          | Lieut. W. S. Blount        | Portsmouth     | 1835       | 1835               | Mediterranean    |
| Lightning . . . . .            | 100          | Lieut. J. Shanbler         | Deptford       | 1823       | 1836               | Woolwich         |
| Medea . . . . .                | 220          | Com. H. T. Austin          | Woolwich       | 1833       | 1831               | Mediterranean    |
| Meteor . . . . .               | 160          | Lieut. G. W. Smith         | Deptford       | 1821       | 1835               | West Indies      |
| Phoenix . . . . .              | 220          | Com. W. H. Henderson       | Chatham        | 1832       | 1835               | Lisbon           |
| Phoe . . . . .                 | 100          | Lieut. G. T. Gordon        | Woolwich       | 1831       | 1837               | Plymouth         |
| Salamander . . . . .           | 220          | Com. S. C. Dacies          | Sheerness      | 1832       | 1836               | Plymouth         |
| Spitfire . . . . .             |              | Lieut. A. Kennedy          | Woolwich       | 1834       | 1831               | Falmouth         |
| Volcano . . . . .              |              | Lieut. W. McIlwaine        | Portsmouth     | 1836       | 1836               | Portsmouth       |
| YACHTS                         |              |                            |                |            |                    |                  |
| Royal George . . . .           |              | Capt. Lord A. Fitzclarence | Deptford       | 1817       | 1834               | Portsmouth       |
| Royal Sovereign . . .          |              | Capt. W. P. Cumby, C.B.    | Deptford       | 1804       | 1837               | Pembroke         |
| William and Mary . .           |              | Capt. Sir J. Louis, Bart.  | Deptford       | 1807       | 1837               | Woolwich         |
| SLOOP OF WAR FITTED AS PACKETS |              |                            |                |            |                    |                  |
| Alert . . . . .                |              | Lieut. C. H. Norrington    | Merchant's Yd  | 1836       | 1835               | Falmouth         |
| Brecks . . . . .               | 6            | Lieut. J. Downey           | Deptford       | 1829       | 1829               | ditto            |
| Delight . . . . .              | 10           | Lieut. J. Moore (b)        | Chatham        | 1829       | 1835               | ditto            |
| Excess . . . . .               |              | Lieut. W. P. Croke         | Deptford       | 1836       | 1836               | ditto            |
| Goldfinch . . . . .            | 6            | Lieut. E. Collier          | Merchant's Yd  | 1808       | 1822               | ditto            |
| Hope . . . . .                 | 10           | Lieut. W. L. Rees          | Plymouth       | 1824       | 1836               | ditto            |
| Lawing . . . . .               | 6            | Lieut. G. B. Forster       | Chatham        | 1825       | 1828               | ditto            |
| Lionet . . . . .               |              | Lieut. W. Downey           | Merchant's Yd. | 1835       | 1835               | ditto            |
| Lira . . . . .                 | 6            | Lieut. W. Forrester        | Plymouth       | 1821       | 1829               | ditto            |
| Magnet . . . . .               | 10           | Lieut. S. Griffith         | Woolwich       | 1823       | 1836               | ditto            |
| Minnie . . . . .               | 4            | Lieut. R. Pawle            | Plymouth       | 1823       | 1826               | ditto            |
| Nightingale . . . . .          | 6            | Lieut. G. Festesque        |                |            | 1830               | ditto            |
| Opossum . . . . .              | 4            | Lieut. R. Peter            | Sheerness      | 1821       | 1830               | ditto            |
| Pandora . . . . .              | 4            | Lieut. R. W. Innes         | Woolwich       | 1832       | 1836               | ditto            |
| Pigeon . . . . .               | 4            | Lieut. W. Luce             | Pembroke       | 1827       | 1833               | ditto            |
| Ranger . . . . .               |              | Lieut. J. H. Turner        | Merchant's Yd. | 1835       | 1835               | ditto            |
| Reindeer . . . . .             | 6            | Lieut. H. P. Dieken        | Plymouth       | 1829       | 1830               | ditto            |
| Seagull . . . . .              | 6            | Lieut. J. Parsons          | Chatham        | 1832       | 1834               | ditto            |
| Sheldrake . . . . .            | 4            | Lieut. A. R. L. Passingham | Pembroke       | 1825       | 1832               | ditto            |
| Skytank . . . . .              | 4            | Lieut. C. P. Ladd          | ditto          | 1826       | 1831               | ditto            |
| Spey . . . . .                 | 4            | Lieut. R. B. James         | ditto          | 1827       | 1833               | ditto            |
| Sun . . . . .                  |              | Lieut. C. Smith            | Woolwich       | 1835       | 1835               | ditto            |
| Swallow . . . . .              |              | Lieut. D. Welch            | Deptford       | 1826       | 1836               | ditto            |
| Tyrant . . . . .               | 10           | Lieut. E. Jennings         | Woolwich       | 1826       | 1834               | ditto            |

been prepared, from original sources, expressly for this Journal; and, if borrowed, will, it is hoped, be acknowledged.



## DISTRIBUTION OF THE ARMY ON THE 1st MAY, 1837.

AND REFERENCE TO THE FOREIGN SERVICE OF REGIMENTS.

| Regiments and Corps. | Stations of Troops or Service Companies. | Stations of Depôts. | Year of going on Foreign Service. | Year of returning from Foreign Service. | Whence returned. | Agents. Brit. & Irish Establishment. |
|----------------------|--|---------------------|-----------------------------------|---|------------------|--------------------------------------|
| 1st Life-gds.        | Hyde Park . .                            | . . . .             | ..                                | 1816                                    | France           | Collyer                              |
| 2nd do. . .          | Windsor . .                              | . . . .             | ..                                | 1816                                    | France           | Cox & Co.                            |
| Rl. Horse-gds.       | Regent's Park                            | . . . .             | ..                                | 1816                                    | France           | Cox & Co.                            |
| 1st Drag.-gds.       | Manchester . .                           | . . . .             | ..                                | 1816                                    | France           | Cox & Co.                            |
| 2nd do. . .          | Longford . .                             | . . . .             | ..                                | 1818                                    | France           | Hop. & Cane                          |
| 3rd do. . .          | Ballincollig . .                         | . . . .             | ..                                | 1814                                    | Spain            | Col. & Cane                          |
| 4th do. . .          | Dorchester . .                           | . . . .             | ..                                | 1813                                    | Portugal         | Collyer                              |
| 5th do. . .          | Birmingham . .                           | . . . .             | ..                                | 1814                                    | Spain            | Cox & Co.                            |
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| 1st Dragoons         | Dublin . . . .                           | . . . .             | ..                                | 1816                                    | France           | Cox & Bor.                           |
| 2nd do. . .          | Dundalk . . . .                          | . . . .             | ..                                | 1816                                    | France           | Cox & Bor.                           |
| 3rd do. . .          | Canterbury* . .                          | . . . .             | ..                                | 1818                                    | France           | Hopkinson                            |
| 4th do. . .          | Bombay . . . .                           | . . . .             | 1822                              |   |                  | Hopkinson                            |
| 6th do. . .          | Brighton . . . .                         | . . . .             | ..                                | 1816                                    | France           | Cox & Co.                            |
| 7th Hussars .        | Hounslow . . . .                         | . . . .             | ..                                | 1818                                    | France           | Cox & Co.                            |
| 8th do. . .          | Dublin . . . .                           | . . . .             | ..                                | 1823                                    | Bengal           | Hop. & Bor.                          |
| 9th Lancers .        | Edinburgh . . . .                        | . . . .             | ..                                | 1813                                    | Portugal         | Cox & Co.                            |
| 10th Hussars .       | York . . . . .                           | . . . .             | ..                                | 1828                                    | Portugal         | Cox & Co.                            |
| 11th Lt. Drag.       | Bengal† . . . .                          | . . . .             | 1819                              |   |                  | Collyer                              |
| 12th Lancers .       | Coventry . . . .                         | . . . .             | ..                                | 1828                                    | Portugal         | Collyer                              |
| 13th Lt. Drag.       | Madras . . . .                           | . . . .             | 1819                              |   |                  | Cox & Co.                            |
| 14th do. . .         | Edinburgh . . . .                        | . . . .             | ..                                | 1814                                    | Spain            | Cox & Co.                            |
| 15th Hussars .       | Newbridge . . . .                        | . . . .             | ..                                | 1816                                    | France           | Cox & Bor.                           |
| 16th Lancers .       | Bengal . . . .                           | . . . .             | 1822                              |   |                  | Cox & Co.                            |
| 17th do. . .         | Ipswich . . . .                          | . . . .             | ..                                | 1823                                    | Bombay           | Hopkinson                            |
| Gr. Gds 1st bat.     | Wellington B. . . .                      | . . . .             | ..                                | 1828                                    | Portugal         | Cox & Co.                            |
| .. 2d bat.           | St. John's W. . . .                      | . . . .             | ..                                | 1818                                    | France           |                                      |
| .. 3d bat.           | Windsor . . . .                          | . . . .             | ..                                | 1818                                    | France           |                                      |
| Coldst. { 1st bat.   | Dublin . . . .                           | . . . .             | ..                                | 1814                                    | France           |                                      |
| Gds. { 2d bat.       | St. Geo. Bar. . . .                      | . . . .             | ..                                | 1818                                    | France           |                                      |
| Sc. Fu. { 1st bat.   | Portman B. . . .                         | . . . .             | ..                                | 1814                                    | France           | Cox & Co.                            |
| * Gds. { 2d bat.     | The Tower . . . .                        | . . . .             | ..                                | 1828                                    | Portugal         |                                      |
| 1st Ft. { 1st bat.   | Limerick . . . .                         | . . . .             | ..                                | 1836                                    | W. Indies        | Cox & Co.                            |
| .. { 2d bat.         | Canada . . . .                           | Boyle . . . .       | 1836                              |   |                  | Cox & Bor.                           |
| 2nd do. . .          | Bombay . . . .                           | Chatham . . . .     | 1825                              |   |                  | Lawrie                               |
| 3rd do. . .          | Bengal . . . .                           | Chatham . . . .     | 1822                              |   |                  | Cox & Co.                            |
| 4th do. . .          | N. S. Wales . . . .                      | Chatham . . . .     | 1832                              |   |                  | Cox & Co.                            |
| 5th do. . .          | Corfu . . . .                            | Gosport . . . .     | 1831                              |   |                  | Hopkinson                            |
| 6th do. . .          | Bombay . . . .                           | Chatham . . . .     | 1821                              |   |                  | Cox & Co.                            |
| 7th do. . .          | Bolton . . . .                           | . . . .             | ..                                | 1836                                    | Malta            | Cox & Co.                            |
| 8th do. . .          | Jamaica . . . .                          | Castlebar . . . .   | 1830                              |   |                  | Cox & Co.                            |
| 9th do. . .          | Bengal . . . .                           | Chatham . . . .     | 1832                              |   |                  | Cox & Co.                            |
| 10th do. . .         | Ionian Isl. . . .                        | Brecon . . . .      | 1826                              |   |                  | Cox & Co.                            |
| 11th do. . .         | Ionian Isl. . . .                        | Waterford . . . .   | 1826                              |   |                  | Cox & Co.                            |
| 12th do. . .         | Athlone . . . .                          | . . . .             | ..                                | 1834                                    | Gibraltar        | Cox & Co.                            |
| 13th do. . .         | Bengal . . . .                           | Chatham . . . .     | 1822                              |   |                  | Cox & Co.                            |
| 14th do. . .         | W. Indies . . . .                        | Wexford . . . .     | 1836                              |   |                  | Cox & Co.                            |
| 15th do. . .         | Canada . . . .                           | Galway . . . .      | 1827                              |   |                  | Cox & Co.                            |
| 16th do. . .         | Bengal . . . .                           | Chatham . . . .     | 1819                              |   |                  | Kirkland                             |
| 17th do. . .         | Bombay . . . .                           | Chatham . . . .     | 1830                              |   |                  | Cox & Co.                            |

\* Under order for India.

† To be relieved by the 3rd Light Dragoons.

| Regiments and Corps. | Stations of Service Companies. | Stations of Depôts. | Year of going on Foreign Service. | Year of returning from Foreign Service. | Whence returned. | Agents. British & Irish Establishment |
|----------------------|--------------------------------|---------------------|-----------------------------------|---|------------------|---------------------------------------|
| 18th Regt . . .      | Ceylon . . .                   | Galway . . .        | 1836                              |   |                  | Cox & Co.                             |
| 19th do. . .         | Cork . . .                     | Chatham . . .       | 1836                              | 1836                                    | W. Indies        | Cox & Cane                            |
| 20th do. . .         | Bombay* . .                    | Canterbury . .      | 1819                              |   |                  | Cox & Co.                             |
| 21st do. . .         | Van Dre. Land                  | Chatham . . .       | 1833                              |   |                  | Cox & Co.                             |
| 22nd do. . .         | Buttevent . .                  | Chatham . . .       | 1837                              | 1837                                    | Jamaica          | Cox & Bor.                            |
| 23rd do. . .         | Kilkenny . .                   | Chatham . . .       | 1834                              | 1834                                    | Gibraltar        | Cox & Bor.                            |
| 24th do. . .         | Canada . . .                   | Youghal . . .       | 1829                              |   |                  | Collyer                               |
| 25th do. . .         | Templemore .                   | Chatham . . .       | 1836                              | 1836                                    | West Indies      | Cox & Bor.                            |
| 26th do. . .         | Bengal . . .                   | Chatham . . .       | 1828                              |   |                  | Lawrie                                |
| 27th do. . .         | Cape of G. H.                  | Chatham . . .       | 1835                              |   |                  | Cox & Co.                             |
| 28th do. . .         | N. S. Wales .                  | Chatham . . .       | 1835                              |   |                  | Cox & Co.                             |
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| 30th do. . .         | Bermuda . . .                  | Hull . . .          | 1834                              |   |                  | Cox & Co.                             |
| 31st do. . .         | Bengal . . .                   | Chatham . . .       | 1825                              |   |                  | Downes                                |
| 32nd do. . .         | Canada . . .                   | Plymouth . . .      | 1830                              |   |                  | Hopkinson                             |
| 33rd do. . .         | Gibraltar . .                  | Birr . . .          | 1836                              |   |                  | Cox & Co.                             |
| 34th do. . .         | America . . .                  | Newbridge . .       | 1829                              |   |                  | Cox & Co.                             |
| 35th do. . .         | Mauritius . .                  | Cork . . .          | 1837                              |   |                  | Cox & Co.                             |
| 36th do. . .         | W. Indies . .                  | Plymouth . . .      | 1830                              |   |                  | Pice                                  |
| 37th do. . .         | Jamaica . . .                  | Plymouth . . .      | 1830                              |   |                  | Lawrie                                |
| 38th do. . .         | Weedon . . .                   | Chatham . . .       | 1836                              | 1836                                    | Bengal           | Lawrie                                |
| 39th do. . .         | Madras . . .                   | Chatham . . .       | 1827                              |   |                  | Cox & Co.                             |
| 40th do. . .         | Bombay . . .                   | Chatham . . .       | 1821                              |   |                  | Cox & Co.                             |
| 41st do. . .         | Madras . . .                   | Chatham . . .       | 1822                              |   |                  | Cox & Co.                             |
| 42nd do. . .         | Edinburgh . .                  | Chatham . . .       | 1836                              | 1836                                    | Ionian Isl.      | Cox & Co.                             |
| 43rd do. . .         | America . . .                  | Plymouth . . .      | 1835                              |   |                  | Cox & Co.                             |
| 44th do. . .         | Bengal . . .                   | Chatham . . .       | 1822                              |   |                  | Cox & Co.                             |
| 45th do. . .         | Madras . . .                   | Chatham . . .       | 1819                              |   |                  | Cox & Co.                             |
| 46th do. . .         | Dublin . . .                   | Chatham . . .       | 1833                              | 1833                                    | Madras           | Cox & Bor.                            |
| 47th do. . .         | Malta . . .                    | Portsmouth . .      | 1834                              |   |                  | Cox & Co.                             |
| 48th do. . .         | Manchester . .                 | Chatham . . .       | 1835                              | 1835                                    | Madras           | Cox & Co.                             |
| 49th do. . .         | Bengal . . .                   | Chatham . . .       | 1822                              |   |                  | Cox & Co.                             |
| 50th do. . .         | N. S. Wales .                  | Chatham . . .       | 1834                              |   |                  | Cox & Co.                             |
| 51st do. . .         | Belfast . . .                  | Chatham . . .       | 1834                              | 1834                                    | Ionian Isl.      | Kirk & Cane                           |
| 52nd do. . .         | Gibraltar . .                  | Carlisle . . .      | 1836                              |   |                  | Cox & Co.                             |
| 53rd do. . .         | Ionian Isl. . .                | Cork . . .          | 1829                              |   |                  | Cox & Co.                             |
| 54th do. . .         | Madras . . .                   | Chatham . . .       | 1819                              |   |                  | Cox & Co.                             |
| 55th do. . .         | Madras . . .                   | Chatham . . .       | 1821                              |   |                  | Cox & Co.                             |
| 56th do. . .         | Jamaica . . .                  | Sunderland . .      | 1831                              |   |                  | Cox & Co.                             |
| 57th do. . .         | Madras . . .                   | Chatham . . .       | 1825                              |   |                  | Lawrie                                |
| 58th do. . .         | Ceylon . . .                   | Portsmouth . .      | 1828                              |   |                  | Cox & Co.                             |
| 59th do. . .         | Malta . . .                    | Portsmouth . .      | 1834                              |   |                  | Cox & Co.                             |
| 60th do. 1st bat     | Malta . . .                    | Newcastle . .       | 1830                              |   |                  | Cox & Co.                             |
| 2d bat.              | Gibraltar . .                  | Jersey . . .        | 1835                              |   |                  | Cox & Co.                             |
| 61st do. . .         | Ceylon . . .                   | Fermoy . . .        | 1828                              |   |                  | Cox & Co.                             |
| 62nd do. . .         | Madras . . .                   | Chatham . . .       | 1830                              |   |                  | Lawrie                                |
| 63rd do. . .         | Madras . . .                   | Chatham . . .       | 1829                              |   |                  | Collyer                               |
| 64th do. . .         | Jamaica . . .                  | Fort George . .     | 1831                              |   |                  | Cox & Co.                             |
| 65th do. . .         | W. Indies . .                  | Kinsale . . .       | 1829                              |   |                  | Cox & Co.                             |
| 66th do. . .         | Canada . . .                   | Kinsale . . .       | 1827                              |   |                  | Cox & Co.                             |
| 67th do. . .         | W. Indies . .                  | Sheerness . . .     | 1831                              |   |                  | Cox & Co.                             |
| 68th do. . .         | Gibraltar . .                  | Portsmouth . .      | 1834                              |   |                  | Hopkinson                             |
| 69th do. . .         | W. Indies . .                  | Chatham . . .       | 1831                              |   |                  | Cox & Co.                             |
| 70th do. . .         | Malta . . .                    | Guernsey . . .      | 1834                              |   |                  | Cox & Co.                             |
| 71st do. . .         | Dublin . . .                   | Chatham . . .       | 1834                              | 1834                                    | Bermuda          | Pice & Bor.                           |
| 72nd do. . .         | Cape of G. H.                  | Limerick . . .      | 1828                              |   |                  | Cox & Co.                             |
| 73rd do. . .         | Ionian Isl. . .                | Mullingar . .       | 1827                              |   |                  | Cox & Co.                             |

On passage home.

| Regiments and Corps.  | Stations of Service Companies. | Stations of Depôts. | Year of going on Foreign Service. | Year of returning from Foreign Service. | Whence returned. | Agents. British & Irish Establishment. |
|---|--------------------------------|---------------------|-----------------------------------|---|------------------|--|
| 74th Foot . . .   | W. Indies . . .                | Perth . . .         | 1834                              |   |                  | Kirkland                               |
| 75th do. . . .  | Cape of G. H. . .              | Naas . . .          | 1830                              |   |                  | Cox & Co.                              |
| 76th do. . . .  | W. Indies . . .                | Stirling . . .      | 1834                              |   |                  | Cox & Co.                              |
| 77th do. . . .  | Dublin . . .                   |                     |                                   | 1834                                    | Jamaica          | Law. & Cane                            |
| 78th do. . . .  | Ceylon† . . .                  | Armagh . . .        | 1826                              |   |                  | Cox & Co.                              |
| 79th do. . . .  | Glasgow . . .                  |                     |                                   | 1836                                    | Canada           | Lawrie                                 |
| 80th do. . . .  | N. S. Wales . . .              | Chatham . . .       | 1837                              |   |                  | Lawrie                                 |
| 81st do. . . .  | Gibraltar . . .                | Clare Castle . .    | 1836                              | 1832                                    |                  | Cox & Co.                              |
| 82nd do. . . .  | Gibraltar . . .                | Templemore . .      | 1836                              |   |                  | Cox & Co.                              |
| 83rd do. . . .  | America . . .                  | Stockport . . .     | 1834                              |   |                  | Cox & Co.                              |
| 84th do. . . .  | Jamaica . . .                  | Waterford . . .     | 1827                              |   |                  | Cox & Co.                              |
| 85th do. . . .  | America . . .                  | Clonmel . . .       | 1836                              |   |                  | Cox & Co.                              |
| 86th do. . . .  | W. Indies* . . .               | Cork . . .          | 1826                              |   |                  | Downes                                 |
| 87th do. . . .  | Mauritius . . .                | Nenagh . . .        | 1831                              |   |                  | Cox & Co.                              |
| 88th do. . . .  | Portsmouth . . .               |                     |                                   | 1836                                    | Ionian Isl.      | Cox & Co.                              |
| 89th do. . . .  | W. Indies . . .                | Omagh . . .         | 1835                              |   |                  | Cox & Co.                              |
| 90th do. . . .  | Ceylon. . . .                  | Tralee . . .        | 1835                              |   |                  | Cox & Co.                              |
| 91st do. . . .  | St. Helena . . .               | Drogheda . . .      | 1835                              |   |                  | Hopkinson                              |
| 92nd do. . . .  | Malta . . .                    | Londonderry . .     | 1833                              |   |                  | Cox & Co.                              |
| 93rd do. . . .  | Newry . . .                    |                     |                                   | 1834                                    | W. Indies        | Cox & Bor.                             |
| 94th do. . . .  | Birr . . .                     |                     |                                   | 1834                                    | Malta            | Kirk. & Bor.                           |
| 95th do. . . .  | Dublin . . .                   |                     |                                   | 1835                                    | Ionian Isl.      | Cox & Bor.                             |
| 96th do. . . .  | Enniskillen . . .              |                     |                                   | 1835                                    | N. America       | Cox & Cane                             |
| 97th do. . . .  | Woolwich . . .                 |                     |                                   | 1836                                    | Ceylon           | Cox & Co.                              |
| 98th do. . . .  | Cape of G. H.† . .             | Portsmouth . .      | 1825                              |   |                  | Cox & Co.                              |
| 99th do. . . .  | Mauritius† . . .               | Plymouth . . .      | 1825                              |   |                  | Kirkland                               |
| Rifle B. { 1st bt.  | Chatham . . .                  |                     |                                   | 1836                                    | America          | Cox & Co.                              |
| { 2d bt.  | Ionian Isl.† . .               | Dover . . .         | 1826                              |   |                  | Cox & Co.                              |
| Rl. Staff Corps.  | Hythe . . .                    |                     | Detachments various periods.      |   |                  | Cox & Co.                              |
| <div>1st West Ind. Regiment . . .</div> <div>2nd do. . . .</div> <div>Ceylon Rifle Regiment . . .</div> <div>Cape Mounted Riflemen . . .</div> <div>Royal African Colon. Corps . . .</div> <div>R. Newfoundland Veteran Companies . . .</div> <div>Royal Malta Fencibles . . .</div> <div>Agents. Cox &amp; Co.</div> <div>Cox &amp; Co.</div> <div>Kirkland</div> <div>Kirkland</div> <div>Kirkland</div> <div>Kirkland</div> <div>Kirkland</div> <div>Colonial Corps.</div> <div>W. Indies . . .</div> <div>N. Providence and Honduras</div> <div>Ceylon . . .</div> <div>Cape of G. H.</div> <div>Sierra Leone . . .</div> <div>Newfoundland</div> <div>Malta . . .</div> <div>REGIMENTAL AGENTS.</div> <div>Ashley, James, 135, Regent-street.</div> <div>Atkinson, John, Ely-place, Dublin.</div> <div>Borough, Sir Richard. Bart., Armit, &amp; Co. Leinster-st. Dublin.</div> <div>Cane, Richard, &amp; Co. Dawson-st. Dublin.</div> <div>Collyer, G. S., Park-place, St. James's.</div> <div>Cox, Hamlyn-ley, and Cox, Craig's-court.</div> <div>Downes, C., 14, Warwick-st. Charing Cross.</div> <div>Hopkinson, Barton, &amp; Knyvett, Regent-st.</div> <div>Kirkland, J. (Gen. Agent,) 80, Pall Mall.</div> <div>Lawrie, John &amp; Charles M'Grigor, 10. Charles-street, St. James's-square.</div> <div>Price, W. F., 34, Chancery-st., Strand.</div> |                                |                     |                                   |   |                  |  |

## GENERAL AGENTS FOR THE RECRUITING SERVICE.

Great Britain—John Kirkland, Esq., 80, Pall Mall.

Ireland—Sir Bagenall W. Burdett, Bart., Dublin.

## AGENTS FOR THE DECCAN PRIZE MONEY.

Lieut.-Col. Arbuthnot and John Kirkland, Esq.—Office, 80, Pall Mall.

N. B.—A reference to the List of Agents will explain the Abbreviations.

\* On passage home.

† Ordered home.



## PROMOTIONS AND APPOINTMENTS.

## NAVY.

## PROMOTIONS.

## TO BE CAPTAIN.

Charles Pearson.

## TO BE COMMANDER.

John Paget.

## TO BE LIEUTENANTS.

James Lowry

J. Tracey

Wm French

J. G. Harrison

R. Symons

H. G. Morris

B. A. Wake.

## TO BE MASTERS.

W. J. Wood

A. S. Vawzetti

Charles Graham.

## APPOINTMENTS.

Rear-Admiral F. Warren to be Superintendent of Plymouth Dock-yard.

## ADMIRALTY, April 18.

His Majesty has been graciously pleased to appoint Captain Sir Andrew Pellet Green, Knt. and K. C. H. to be an extra Naval Aide-de Camp to his Majesty, vice W. H. Mulcaster, dec.

## CAPTAINS.

John Clavell to be Superintendent of Chatham Dockyard.

James H. Plumridge to Packet Establishment, Falmouth.

Ed. Collier ..... Castor

## COMMANDERS.

T. P. Robinson ..... Coast Guard

C. Rich ..... Do.

A. F. Appleby ..... Do.

J. M. Bate ..... Do.

Rd. Morgan (a) ..... Do.

Wm. Tucker ..... Do.

C. Frederick ..... Do.

R. S. Triscott ..... Coast Guard  
H. S. Nixon ..... Ringdove  
J. Shepherd (b) ..... Sparrowhawk  
J. Kams ..... Blune  
J. Paget ..... Magnificent  
J. Corbyn ..... Royal Sovereign Yt.

## LIEUTENANTS.

C. W. Lindsay ..... Russell

E. Stopford ..... Princess Charlotte

M. Peppin ..... Larne

J. F. W. French ..... Do.

P. Chetwode ..... Pelorus

W. Dickey ..... to com. Waterwitch

W. B. Oliver ..... to com. Fair Rosamond

W. H. Hill ..... Saracen

H. Strond ..... Asia

J. Lowry ..... Sparrowhawk

A. C. T. Dickson ..... San Josef

J. W. Tarleton ..... Ringdove

C. G. E. Napier ..... Do.

## MASTERS.

R. A. Newman ..... Sparrowhawk

John Shepherd ..... Ringdove

## SURGEONS.

John West ..... Larne

Peter Reid ..... Sparrowhawk

## ASSIST-SURGEONS.

J. S. Peddie ..... Sparrow

A. B. M'Pherson (sup) ..... Britannia

— Minchin (do.) ..... Do.

H. S. Robertson ..... Do.

J. A. C. Scott ..... Sparrowhawk

A. C. H. Threshie, M.D. ..... Vesper

S. Sproule, M.D. ..... Sappho

J. Campbell (b) ..... Comus

## PURSERS.

J. Goldsmith ..... William and Mary

D. C. Colls ..... Sparrowhawk

Thomas Harris ..... Ringdove

## CHAPLAIN.

E. J. Paget ..... Cornwallis

## ARMY.

## DOWNING STREET, March 28.

The King has been pleased to appoint Col. Francis Cockburn to be Lieut. Governor of the Bahama Islands.

## March 29.

The King has been pleased to appoint James Alexander Stewart Mackenzie, Esq., to be Governor and Commander-in-Chief of the Island of Ceylon.

## WAR OFFICE, March 31.

3rd Light Dragoons—Cornet Walter Unett to be Lieut. by purchase, vice Steward, who retires; James Seton, Gent. to be Cornet by purchase, vice Unett.

8th Light Dragoons—Cornet and Adjutant G. Brown to have the rank of Lieutenant.

6th Foot—Capt. Babington Nolan, from h.p. 4th West India Regt. to be Capt. vice Peter Patterson, who exchanges, rec. the difference.

12th Foot—Capt. Gerald Stephen FitzGerald, from h.p. Unatt. to be Capt. vice Robert Bradfute, who exchanges, rec. the difference.

20th Foot—Lieut. Henry Pigott, from the 31st Foot, to be Lieut. vice Dunbar, who exchanges

26th Foot—Lieut. William Maule, from the 31st Foot, to be Lieut. vice Hutchinson, who

exchanges; Ensign William Leonard Robson to be Lieut. by purchase, vice FitzGerald prom; John Rodgers, Gent. to be Ensign by purchase, vice Robson.

31st Foot—Lieut. Bentus Anclius Sobral Hutchinson, from the 26th Foot, to be Lieut. vice Maule, who exchanges; Lieut. Charles Dunbar, from the 20th Foot to be Lieut. vice Pigott, who exchanges.

77th Foot—Ensign James A. Wheeler to be Lieut. without purchase, vice Cameron, dec.; Gent. Cadet Clement Swetenham, from the Royal Mil. College, to be Ensign, vice Wheeler.

80th Foot—Brevet-Major Wm. Kemp, from the Staff at Chatham, to be Capt. vice John Smith, who retires upon h.p. Unatt.

Staff—Capt. Henry Anderson, from h.p. Unattached, to be Capt. at Chatham, vice Kemp, app. to the 80th Foot.

Brevet—Capt. Babington Nolan, 6th Foot, to be Major in the Army.

Mem.—Capt. George Johnston Lenon, upon h.p. of the Portuguese Service, has been permitted to retire from the Army, with the sale of an Unatt. commission, he being about to become a settler in the Colonies.

## WINDSOR CASTLE, March 31.

The King has conferred the honour of Knighthood upon Lieut.-Col. Wm. M. G. Colebrooke, Royal Artillery, Military Knight Companion of the Royal Hanoverian Guelphic Order, Governor and Commander-in-Chief of the Leeward Islands.

## WHITEHALL, April 1.

The King has been pleased to constitute and appoint Major-General James Douglas, K.C.B., to be Lieut.-Governor of Guernsey, in the room of Major-General John Ross.

## WAR OFFICE, April 7.

Scots Fusilier Guards—Col.-Serjeant G. Copeland to be Quartermaster, vice W. Thompson, who retires upon h.p.

4th Foot—Lieut. Thos. Mitchell Chambers to be Capt. by purchase, vice Fauce, who retires; Ensign George King to be Lieut. by purchase, vice Chambers; James Cross, Gent. to be Ensign by purchase, vice King.

6th Foot—Lieut. James Wilson to be Capt. without purchase, vice Drury, deceased; Lieut. John Lumley to be Capt. by purchase, vice Nolan, who retires; Ensign Hector Carrington English to be Lieut. vice Wilson; Ensign Geo. Martin Atkins to be Lieut. by purchase, vice Lumley; Gent. Cadet Edward Montagu, from the Royal Mil. College, to be Ensign, vice English; James Elphinston Robertson, Gent. to be Ensign by purchase, vice Atkins.

7th Foot—Second-Lieut. Thomas Butler from the 60th to be Lieut. by purchase, vice Mildmay, promoted.

16th Foot—W. Scott Carter, Gent. to be Ensign by purchase, vice Abbott.

18th Foot—G. Frederick Call, Gent. to be Ensign by purchase, vice Tongue, app. to the 30th Foot.

22nd Foot—Surgeon John Chambers, from the 64th Regt. to be Surgeon, vice Fogerty, who exchanges.

30th Foot—Ensign John Tongue, from the 18th, to be Ensign, vice FitzGerald, prom. in the 2nd West India Regt.

39th Foot—Ensign Abraham Robert Marshall to be Lieut. without purchase, vice Harding, dec.; Gent. Cadet Charles J. Walker, from the Royal Mil. College, to be Ensign, vice Marshall.

42nd Foot—Capt. Hunter Ward, from h.p. 5th Drag. Guards, to be Capt. vice Vander Meulen, promoted.

6th Foot—W. Lewis Grant, Gent. to be Sec. Lieut. by purchase, vice Butler, prom. in the 7th Foot.

64th Foot—Surgeon Michael Fogerty, from the 22nd Foot, to be Surgeon, vice Chambers, who exchanges.

76th Foot—Lieut. Harrington Trevelyan to be Capt. by purchase, vice Hilton, who retires; Ensign Collingwood Fenwick to be Lieut. by purchase, vice Trevelyan; William Wood Senhouse, Gent. to be Ensign by purchase, vice Fenwick; Staff-Assistant Surgeon William Birrell, M.D. to be Surgeon, vice Smith, app. to the Staff.

77th Foot—Serjeant-Major Thomas Smedley to be Quartermaster, vice John Powell, who retires upon h.p.

89th Foot—Capt. Fowk Moore, from h.p. Unattached, to be Capt. vice R. Thos. Healey, who exchanges.

95th Foot—Capt. Henry St. John Mildmay, from h.p. Unatt. to be Capt. vice Wm. Newhouse, who exchanges, receiving the dif.

2nd West India Regt.—Ensign Lionel Charles William FitzGerald, from the 30th Foot, to be Lieut. by purchase, vice Parnter, who retires.

Unattached—Capt. Charles J. Vander Meulen, from the 48th Foot, to be Major without purchase; Lieut. W. D. Devereil, from the 47th Foot, to be Capt. without purch.; Lieut. Henry St. John Mildmay, from the 7th Foot, to be Capt. by purchase.

Hospital Staff—Surgeon Peter Smith, from the 76th Foot, to be Surgeon to the forces, vice Kidd, promoted.

Memorandum—Capt. Geo. Sackville C., upon h.p. 69th Foot, has been allowed to retire from the Service by the sale of an unatt. commission, he being about to become a settler in the Colonies.

## OFFICE OF ORDNANCE, April 6.

Royal Regt. of Artillery—First Lieut. John Morris Savage to be Second Capt. vice Runnacles, retired on h.p. Second Lieut. George Ashly Maude to be First-Lieut. vice Savage.

Corps of Royal Engineers—Second Lieut. Chas. Fanshawe to be First-Lieut. vice Allen, deceased; Second Capt. Alexander Henderson to be Capt. vice Lanny, placed on the Retired List; First-Lieut. Wm. Biddlecomb Marlow to be Second-Capt. vice Henderson; Second-Lieut. Fred. E. Chapman to be First-Lieut. vice Marlow.

## WAR OFFICE, April 14.

6th Dragoon Guards—Brevet-Major David Hay to be Major by purchase, vice Stephenson, who retires; Lieut. Inigo Jones to be Capt. by purchase, vice Hay; Cornet John Brett, to be Lieut. by purchase, vice Jones; Lindsay Zachariah Cox, Gent. to be Cornet by purchase, vice Brett.

7th Light Dragoons—Cornet Frederick T. Fairquharson to be Lieut. by purchase, vice Lumley, who retires; George Frederick William Miles, Gent. to be Cornet by purchase, vice Fairquharson.

13th Light Dragoons—Cornet Francis Burdett to be Lieut. by purchase, vice Welby, who retires; Charles Deacon, Gent. to be Cornet by purchase, vice Burdett.

17th Light Dragoons—Lieut.-Col. John Earl of Wiltshire, from h.p. Unatt. to be Lieut. Col. vice George Lord Bingham, who exchanges; Major Henry Pratt to be Lieut.-Col. by purchase, vice the Earl of Wiltshire, who retires; Capt. Matthew C. D. St. Quintin to be Major by purchase, vice Pratt; Lieut. William Henry Feilden, to be Capt. by purchase, vice Quintin; Cornet John Bourne Broadley to be Lieut. by purchase, vice Feilden; Andrew Wauchope, Gent. to be Cornet by purchase, vice Broadley.

Scots Fus. Guards—Capt. Delme Seymour Davies to be Adjutant, vice Daubman, who resigns the Adjutancy only.

1st Foot—Lieut. Francis Greger Unquhart to be Capt. by purch. vice Hoskins, who retires; Ensign Frederick R. Mem to be Lieut. by purch. vice Unquhart; Frederick Moore, Gent. to be Ensign by purchase, vice Mem.

15th Foot—Lieut. W. Henry Mounsey to be Capt. by purchase, vice Gage, who retires; Ensign Frederick Cecil H. Coventry to be Lieut. by purchase, vice Mounsey; Ensign James Allix Wilkinson, from the 16th Foot, to be Ensign, vice Coventry.

16th Foot—James Caulfield, Gent. to be Ensign by purchase, vice Wilkinson, app. to the 15th Foot.

23rd Foot—Lieut. George Watkins Rice, from the 20th Foot, to be Lieut. vice John Owen Edwards Tucker, who retires upon h.p. of the 20th Foot.

61th Foot—Ensign Thomas J. W. Bowen to be Lieut. by purchase, vice Sprad, who retires; Westcote Whitechurch Lyttleton, Gent. to be Ensign by purchase, vice Bowen.

69th Foot—Lieut. Charles John Coote, to be

Capt. by purchase, vice Parker, who retires; Ensign James Campbell to be Lieut. by purch. vice Coote; Gent. Cadet Campbell Savaits, from the Royal Mil. Colleg., to be Ensign by purch. vice Campbell.

#### OFFICE OF ORDNANCE, April 13.

Royal Regt of Artillery—Second Lieut John W. Cator to be First-Lieut. vice Alcock, retired on h.p.

#### OFFICE OF ORDNANCE, April 17.

Royal Regiment of Artillery—Rev. Matthew Robert Scott, to be Chaplain, v. Watson, dec.

#### WAR OFFICE, April 21.

Royal Regiment of Horse Guards—Cornet Robert Oliver to be Lieut. by purch., vice Akers, who retires; John Pollexten Pownall Wade Bastard, Gent., to be Cornet by purch., vice Oliver.

3rd Dragoon Guards—Vet. Surg. Isaac Timm, from 4th Light Dragoons, to be Vet. Sur., vice Thomas Rose, who retires upon half-pay.

1st Dragoons—Matthew Poett, to be Vet. Surg. vice Green, app. to 4th Light Dragoons.

3rd Light Dragoons—Cornet James White, from 11th Light Drags., to be Cornet vice Seton, who exchanges.

4th Light Dragoons—Vet. Surg. John Green, from the 1st Drags., to be Vet. Surgeon, vice Timm, appointed to the 3rd Dragoons.

11th Light Dragoons—Cornet Jas. A. Seton, from 3rd Light Drags., to be Cornet, vice White, who exchanges.

Coldstream Foot Guards—Lieut. Richard Samuel Hulse to be Lieut. and Capt. by purch., vice Dundas, who retires. William Capel Clayton, Gent., to be Ensign and Lieut. by purch. vice Hulse.

Scots Fusilier Guards—Charles De Salis, Esq., Page of Honour to the Queen, to be Ensign and Lieutenant, without purchase.

10th Foot—Lieut. Joseph B. Oliver to be Capt. without purch., vice Connor, deceased; Ensign Henry Seymour to be Lieut., vice Oliver.

Gent. Cadet William J. Hamilton, from Royal Mil. Col., to be Ensign, vice Seymour; James Young Vance, Gent., to be Ensign by purch., vice Hamilton, app. to 97th Foot.

60th Foot—Capt. G. Stewart, from 95th Foot, to be Captain, vice Campbell, who exchanges.

74th Foot—Lieut. Duncan Frazer to be Adj., vice Hutchinson, who resigns the Adjutancy only.

80th Foot—Ensign William Hawkins to be Lieut. by purch., vice Scully, prom.; Gent. Cadet Abel Dotun William Best, from R. Mil. Col., to be Ensign by purch., vice Hawkins.

87th Foot—Sec. Lieut. W. Percy Lea to be First Lieut. by purch., vice Lord Henry Beauchamp, who retires; William Shearman, Gent., to be Sec. Lieut. by purch., vice Lea.

91st Foot—Lieut.-Gen. Gabriel Gordon to be Colonel, vice Gen. Campbell, dec.

92nd Foot—Lieut. Archibald Stewart, from 20th Foot, to be Lieut., vice Richard Cross, who retires upon the half-pay of 20th Foot.

94th—Lieut. Nassau W. Stephens to be Capt. by purch., vice Stewart who retires; Ensign Henry Montgomery Cunningham to be Lieut. by purch., vice Stephens, Gent. Cadet Abbas Koole D'Arcy, from Royal Military Col., to be Ensign by purch., vice Cunningham.

95th—Capt. Patrick Colin Campbell, from 60th Foot, to be Capt., vice Stewart, who exch.

97th Foot—Lieut. George Robert Cummin to be Capt. by purch., vice Carmichael, who retires; Ensign Charles Yard to be Lieut. by purch., vice Cummin; Ensign William J. Hamilton, from 40th Foot, to be Ensign, vice Yard.

Ceylon Rifle Regt.—Lieut. Michael Bourke, from half-pay of 4th Foot, to be Lieut., vice Deacon, prom.; Lieut. Caleb Reid, from half-pay of 25th Foot, to be Lieut., vice Skinner, app. to Rl. Newfoundland Vet. Companies.

Unattached—Brevet-Major John Garcock, Assist. Adj. Gen., to be Major without purch.; Lieut. Henry Croly, from 63rd Foot, to be Capt. without purch.

Staff—Brevet Lt.-Col. J. Owen, of the Royal Marines, to be A.D.C. to the King, vice Wingrove, prom.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

At Spanish Town, Jamaica, the Lady of his Excellency Lieut.-General Sir Lionel Smith, K.C.B. of a daughter.

At Maidstone, the Lady of Capt. Houston, 4th Light Dragoons, of a daughter.

March 29, in Upper Brook Street, Grosvenor-square, the Lady of Lieut.-Colonel Sir J. M. Burgoyne, Bart., Gren. Guards, of a daughter.

The Lady of Lieut.-Colonel Codrington, Coldstream Guards, of a daughter.

At Kilderry, county Donegal, the Lady of Lieut. Geo. Vaughan Bart., R.N. of a daughter.

At Ardmore, county Londonderry, the Lady of Lieut. Col. Jones, 22nd Regt. of a daughter.

April 2, at Lovel Hill, Becks, the Lady of Lieut. G. D. Scott, King's Dr. Guards, of a son.

April 2, at Coleyort Barracks, the Lady of Capt. Beverhondt, 58th Regt. of a daughter.

April 3, at Parkfield, Lancashire, the Lady of Richard Phibbs, Esq. late Lieut. 48th Regt. of a daughter.

April 7, at Walsall, near Alton, the Lady of Commander George Dobson, R.N. of a son.

At Cockle Bellingham, the Lady of Capt. Ruxton, 34th Regt. of a son.

At Liverpool, the Lady of Capt. Wm. Hope, 7th Royal Fusiliers, of a son.

April 10, at Sheerness, the Lady of Capt. Charles Paget, H. M. S. Howe, of a son.

Ap 15, at Oldbury Hall, near Atherstone, the Lady of Lieut. W. F. Young, R.N. of a daughter.

April 16, at Woolwich, the Lady of Lieut. Howgill, R.A. of a son.

April 17, at Lamphry Court, Pembrokeshire, the Lady of Capt. Lewis, R.N. of a son.

### MARRIAGES.

At the Field of Mars Church, New South Wales, Capt. George Thomas Porter, 28th Regt. to Emily Cath. Jersey, fifth daughter of Edm. Lockyer, Esq. of Earmington, late 57th Regt.

At Edinburgh, Capt. C. Dundas, Coldstream Guards, eldest son of Capt. Deans Dundas, R.N. M.P. to Janet, daughter of J. Jardine, Esq. Sheriff of Ross and Cromarty.

April 11, at Clapham, Lieut. N. F. Edwards, R.N. to Mary, youngest daughter of the late W. Cotton, Esq. of Balham Hill, Surrey.

At Templemead Church, Lieut. Edw. G. Elliott, R.N. to Eliza, only daughter of J. D. Walton, of Kinsale, Esq.

### DEATHS.

Sept. 5, 1836, at Bangalore, Madras, Lieut. Hardinge, 39th Regt.

Oct. 6, 1836, at Bengal, Major Mylne, 11th Light Dragoons.

Nov. 1836, Major Grant, of late Invalids.

Dec. 16, 1836, Lieut. Park, h.p. 22nd Regt.

At Brecon, Capt. Norman, h.p. 20th Regt.

Jan. 14, Capt. Skerle, h.p. 67th Regt.

Jan. 16, Lieut. Harrison, late 8th R. V. Batt.

Jan. 20, Capt. Lowe, h.p. 35th Regt.

Jan. 31, Capt. Lord W. S. Conway, h.p. 83rd.



Jan. 31, Lieut. Hargrave, h.p. 53th Regt.  
 Jan. 31, Lieut. Henry Buine, h.p. 33rd Regt.  
 Feb. 6, at Cootmore Fethard, Tipperary, Lieut. Sankey, h.p. 97th Regt.  
 Feb. 10, Lieut. Nettles, h.p. 7th W. I. Regt.  
 Lieut. Tubbs, late 7th R. V. Batt.  
 Lieut. Sutherland, late Garr. Com.  
 Feb. 11, Capt. Notting, late German Legion.  
 Feb. 13, Lieut. Williams, h.p. 8th Regt.  
 Feb. 14, Capt. Power, late 4th R. V. Batt.  
 Feb. 15, Lieut. Jackson, h.p. 2nd Garr. Batt.  
 Feb. 21, Lieut. Bourchier, Unatt.  
 Feb. 27, Capt. de Bothmar, late 5th Line, German Legion.  
 Capt. Hunt, h.p. Royal Marines.  
 March 5, Lieut. Hensinger, h.p. Brunsw. Cav.  
 March 6, Ensign M'Kay, late 3rd R. V. Batt.  
 March 7, at Malta, Capt. W. E. Grant, Paymaster 59th Regt.  
 March 7, Lieut. Russell, Unatt.  
 March 9, Lieut. Hill, h.p. 27th Regt.  
 March 11, Lieut. Gidder, h.p. 40th Regt.  
 March 11, T. Hewlett, Esq. Master, R.N.  
 March 13, at Edinburgh, Alexander Morton, Esq. M.D. Surgeon, R.N.  
 March 15, at Dresden, Major-Gen. Sir John Moore, F.C.H. and C.B.  
 March 18, at Guernsey, Com. W. Coet, R.N.  
 Lieut. Pickmore, R.N.  
 March 26, at Stonehouse, Retired Commander W. Powell, R.N.  
 At Lugton, near Edinburgh, Lieut. G. L. A. Macmurdo, R.N.  
 March 31, at his residence in Pragon Buildings, Bath, Lieut.-Colonel Andrew Coghlan, of the late 3rd R. V. Battalion, aged 70. He had

first entered the Company's service in the Artillery of the Madras Presidency, and was present in the actions of the first war against Tippoo Suib under Marquis Cornwallis; he afterwards got removed to the British service, and may be said to have commenced a fresh career in the 45th Regt. He was with that corps in the West Indies, subsequently in South America, and in all the services of that very distinguished regiment during the Peninsular War. At the peace of 1814 he was appointed to the command of the York Rangers, subsequently to that of the 5th Veteran Battalion, and finally to the 3rd. Remaining on retired full-pay, his rank was held in abeyance, otherwise he would have been one of the oldest Colonels of the Army. He was twice severely wounded in the Peninsula; by one of these, in the head, he remained insensible for four hours. He met the approach of death with the courage of a soldier, and the only regret he expressed was that it had not taken place on the field of battle.

At Paris, Capt. S. S. Scarfe, late 35th Regt.  
 At Dunbar, Capt. Andrew Lapslie, R.N.  
 At Athleague, Queen's County, Major R. Barrington, late 56th Regt.  
 In Ireland, Lieut. L. G. Carrington, R.N.  
 At Deptford, Lieut. Selford, R.N.  
 At Putbrook, Capt. J. Victor, Retired List Royal Marines.  
 Lieut. T. J. Ley.  
 Lieut. Peter Dumas, h.p. 82nd Regt.  
 Lieut. N. Chapman, R.N.  
 April 10, at Willesboroole, Lieut. John Goldie, (a) R. N., aged 55.  
 April 17, G. Peacock, Esq. Master, R.N.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| MAR.<br>1837. | Six's Thermometer  |                    | At 3 P. M.        |                     |                   | Pluviometer<br>Inches. | Evaporator<br>Inches. | Winds at 3 P. M.             |
|---------------|--------------------|--------------------|-------------------|---------------------|-------------------|------------------------|-----------------------|------------------------------|
|               | Maxim.<br>Degrees. | Minim.<br>Degrees. | Barom.<br>Inches. | Thermo.<br>Degrees. | Hygrom.<br>Parts. |                        |                       |                              |
| 1             | 40.6               | 35.3               | 30.38             | 39.9                | 660               | —                      | frozen.               | N. W. light airs, variable   |
| 2             | 40.3               | 33.6               | 30.23             | 38.3                | 677               | —                      | —                     | N. light breeze, cloudy      |
| 3             | 43.0               | 33.4               | 30.24             | 39.5                | 710               | —                      | —                     | N. nearly calm, cloud. day   |
| 4             | 45.2               | 33.0               | 30.11             | 41.3                | 695               | .115                   | .015                  | N.N.E. stiff gale, variable  |
| 5             | 45.0               | 35.7               | 29.98             | 40.8                | 692               | —                      | .020                  | N. light airs                |
| 6             | 42.9               | 38.6               | 30.02             | 40.6                | 701               | .065                   | .020                  | N. light breeze, cloudy      |
| 7             | 43.3               | 38.8               | 30.08             | 43.1                | 685               | —                      | .015                  | N. W. calm, magnif. day      |
| 8             | 43.2               | 38.0               | 30.14             | 42.0                | 723               | —                      | .040                  | W.S.W. fresh breeze, cldy    |
| 9             | 45.9               | 39.2               | 29.95             | 43.4                | 723               | —                      | .055                  | W.S.W. stiff gale, fine day  |
| 10            | 44.6               | 38.6               | 29.34             | 44.0                | 695               | —                      | .040                  | W. hard gale, cloudy         |
| 11            | 50.5               | 33.6               | 29.31             | 43.5                | 678               | —                      | .064                  | W.S.W. lt. airs, beautiful   |
| 12            | 41.9               | 31.5               | 29.55             | 41.0                | 672               | .065                   | .066                  | S.W. nearly calm, sn. fast   |
| 13            | 40.5               | 30.9               | 30.07             | 40.5                | 683               | .069                   | .050                  | N.N.E. fr breeze, rainy day  |
| 14            | 39.9               | 34.8               | 30.08             | 39.7                | 687               | —                      | .060                  | N.E. by N. var., sq. cldy.   |
| 15            | 40.2               | 34.6               | 30.13             | 39.3                | 694               | —                      | .060                  | N.E. str. breeze, var. cldy. |
| 16            | 41.7               | 34.1               | 30.10             | 38.8                | 718               | —                      | .054                  | N. light airs, drizzly       |
| 17            | 41.7               | 35.9               | 33.29             | 40.8                | 718               | —                      | .059                  | E.S.E. nearly calm, var.     |
| 18            | 40.9               | 37.5               | 30.18             | 39.5                | 710               | .008                   | .045                  | N.N.E. fresh br. overcast    |
| 19            | 39.7               | 35.2               | 29.99             | 39.5                | 710               | —                      | .040                  | N.E. light breeze, cloudy    |
| 20            | 39.7               | 34.5               | 29.96             | 38.5                | 650               | .020                   | frozen.               | N.E. sn. br. very variable   |
| 21            | 38.7               | 31.0               | 29.82             | 35.2                | 661               | —                      | —                     | N.E. calm, snowy day         |
| 22            | 37.7               | 32.3               | 29.92             | 37.7                | 638               | .248                   | —                     | E.S.E. calm, cloudy day      |
| 23            | 37.9               | 32.2               | 29.77             | 37.1                | 622               | .016                   | —                     | N.E. nrly. calm, qu. cldy.   |
| 24            | 38.5               | 29.0               | 29.82             | 39.5                | 625               | .08                    | —                     | N.N.W. calm, fine day        |
| 25            | 41.4               | 31.5               | 29.71             | 41.1                | 688               | —                      | —                     | W. light airs, magnif. day   |
| 26            | 41.3               | 36.1               | 29.77             | 41.0                | 609               | —                      | —                     | W.S.W. lt. br. var. abn. day |
| 27            | 41.0               | 32.0               | 30.01             | 40.1                | 620               | —                      | —                     | W.S.W. fr. br. very varia.   |
| 28            | 40.5               | 35.8               | 29.83             | 40.5                | 657               | —                      | —                     | S.W. strong winds, cloudy    |
| 29            | 42.4               | 35.8               | 29.71             | 41.7                | 671               | —                      | —                     | S.W. light airs, drizzly day |
| 30            | 44.3               | 35.8               | 29.81             | 43.2                | 646               | —                      | —                     | W. by S. steady br. cldy.    |
| 31            | 46.0               | 35.5               | 29.95             | 45.7                | 603               | —                      | .060                  | W.N.W. calm, magnif. day     |

## ON NAVAL HISTORY,

WITH STRICTURES ON CAPTAIN BRENTON'S WORK.\*

AFTER a long and tedious blockade of the Texel, Admiral Duncan found it absolutely necessary to run into Yarmouth Roads with his fleet, where he immediately demanded the state and condition of each ship, in order to get ready with all dispatch, for regaining his station. This temporary retirement, added to the confidence given by reports of the late alarming mutiny in the British ships, induced the Dutch chieftain to obey the Pentarchs of the French Directory, and venture to sea. Vigilance and promptitude were, however, not wanting on our side; and scarcely had he cleared his own headlands ere intelligence of his movements was conveyed to Captain Trollope, who commanded a look-out squadron during the absence of his Admiral, and who most judiciously kept the enemy in sight and often in pretty close company, from the 7th Oct. till the 11th, when Duncan, having hurried out on receiving the seasonable tidings, arrived with a fresh breeze, under the signal for a general chase. On discovering the English fleet thus running down, De Winter drew into nine fathoms water, at about three leagues from the shore, where, forming a close order on the larboard tack, the Dutch brought-to with their maintopsails to the mast, and resolutely awaited the coming attack. In this state they presented a fine and formidable object to their opponents, their line being beautifully compact, and well supported by their frigates in the openings between ship and ship; thus illustrating their own adage respecting the power derived from unanimity—" *Endracht maakt macht* ;" and the hostile fleets being equal in numerical force, added to the interesting anxiety of the scene.

The wind was N.W. dead on the land, and the Dutch line trending N.E. and S.W. parallel to the beach, rendered it imperatively necessary for Duncan to dash through the enemy without losing time in forming his fleet into order, and, by engaging to leeward, cut them off from their own coast, upon which they were dropping fast. From the advantage of weathergauge this dashing manœuvre was easily and undauntedly executed, and after one of the severest and most sanguinary naval combats on record, was so decisive in its effects that twelve sail of the line out of sixteen struck their colours, of which nine were secured; and had all the English Captains followed the gallant example of their leaders, not one had escaped. Yet it must be confessed that the Dutch behaved with an intrepidity worthy of their best days, and instead of the usual method of attempting to disable our advancing ships, by firing at their masts and rigging, their shot were almost wholly directed into our hulls. The result of the contest, however, entirely destroyed them as a naval power. No mistake was committed by the chiefs of either side. De Winter had disposed his ships into an order which drew unqualified praise from his conquerors, and defended himself to admiration—"Your not waiting to form the line," said he to his victor, "ruined me: if I had got nearer the shore, and you had attacked, I should have probably drawn both fleets on it, and it would have been a victory to me, being on my own coast."

\* Concluded from No. 101, p. 449.



The great merit of Admiral Duncan was, not deeming it expedient to double on the enemy's line,\* but promptly to run his fleet between that line and a lee shore—a step which none of his predecessors had ever dared to take in similar circumstances, and which was considered as too hazardous to be attempted even by Keppel, who was not deficient either in judgment or spirit. This, it is obvious, and this alone, rendered the victory off Camperdown so decisive as it proved; and Duncan moreover showed that his judgment in closing the contest in proper time, and in extricating his fleet and prizes from so difficult a situation, was equal to his boldness in hazarding so decisive a measure. The British loss was 228 killed and 812 wounded; that of the Dutch, by their own returns, 540 killed, and 620 wounded.

The general features of this battle are, of course, related by Captain Brenton; but his circumstantial details require touching up, since history, to be of professional use as example or model, must be composed of sterner stuff than he has applied. "*Ni quid falsi dicere audeat, ne quid veri non audeat*," said Cicero, in pronouncing the principal duty of the historian to consist in avoiding falsehood, but boldly promulgating truth. Nor is he the only recorder of this victory who has been guilty of the offence of serious omission. We have already expressed an opinion upon "William Stevenson, Esq." as a continuator of Campbell's *Lives of the Admirals*. This pseudographer heads his pages "Naval History of King George III.," and for 1797, copies, *verbatim et literatim*, fifty-five whole pages from the Annual Register. Being convinced, he says, that the narrative of the mutiny\* in that work is worthy of credit—"we shall lay it before our readers. *In order, HOWEVER, that the statements and opinions which it contains may be compared with the official documents, we have subjoined them.*" By this prelude he (Stevenson) would fain hint that he had added something to the copious extracts made from the Annual Register, but those very additions are also taken from the state-paper department of the same volume. In the midst of the bustle of this transcription, the historian of naval exploits forgot to mention the actions of St. Vincent and Camperdown, which are therefore enclosed in brackets, as an afterthought, between the battle of the Nile in 1798, and the defence of Acre in 1799. Naval history with a vengeance!

*Mais revenons.* Having hinted that the admirable example of the leaders of the British fleet was not followed as universally as it ought to have been, it is necessary to add that, soon afterwards, the delinquency of an officer who was supposed to have in some measure diminished the success of the day, as far—to say the least—as his want of activity could obstruct the victory, formed a subject of judicial investigation. Being accused by Captain Hopper, of the *Marines*, of having neglected his duty on that occasion, Captain John Williamson, commander of the *Agincourt*, of 64 guns, was tried by a court-martial on board the *Circe*, at Sheerness. In his defence he endeavoured to prove

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\* We perceive in one of those publications called "Naval Novels," launched last week, that much merit is ascribed to its treating of the mutiny at Spithead, as, according to the assertion, all our naval historians have shunned the subject. This is rather new to us, as we thought that upwards of a dozen full recitals, by different hands, would have satisfied the most insatiable cravings of the curious. And then, the idea of a novel being the proper channel of history!



that his co-operative inactivity arose from situation and from circumstances which he could not prevent, rather than from inattention to his duty, or want of zeal in the cause of his country. The court acquitted him of the imputations of cowardice and disaffection; but, being of opinion that he did not sufficiently exert himself during the engagement, ordered him to be put at the bottom of the list of Post-Captains, and declared him incapable thenceforwards of serving in any of his Majesty's ships. His death was reported shortly after, but it was generally believed that he changed his name, and received his half-pay many years longer. We shall proceed to show that he was but a scape-goat; and though he deserved all the ignominy which befel him, there were others who ought to have shared in his disgrace instead of being decorated with medals and ribbons.

Captain Brenton mentions that the following ships bore the brunt of the action, viz. the Venerable, Monarch, Bedford, Isis, Powerful, Ardent, Bellicieux, Lancaster, Triumph, and Monmouth; adding, that those which are not here named had none killed or wounded. Here we have errors both of commission and omission. Who would have included the Lancaster—the ship which ever after bore an opprobrious *soubriquet*—among the distinguished vessels? But in whitewashing her delinquency the Captain has forgotten one of the most useful men-of-war in the fleet—one but for which there would probably have been no battle at all. We allude to the Russell, so conspicuous in preceding and accompanying the enemy in the conflict, and in saving the crew of the Delft when the battle was over. That this ship nobly took her share in the whole labour of the day might have been gathered from *vivâ voce* testimony, from log-books, from the minutes of the court-martial on Captain Williamson, and from the distinction with which her commander was treated, in being created a Knight Banneret on the occasion. An extract from her log-book says—“Admiral Duncan hailed us, and ordered us to engage the sternmost ship of the enemy. Thirty-seven minutes past twelve commenced action by engaging the Delft; continued to engage her till she ceased to return our fire, and seeing the Monmouth coming up astern, left her and passed on to the Alkmaar, and engaged her till she struck her colours. At this time we observed that the Monarch had dropped astern of the Jupiter (the Dutch Vice-Admiral) who had not yet struck. We made sail towards the Jupiter, and engaged her. At twenty minutes past one she struck, the Admiral at the same time coming to the gangway, and taking off his hat, said, ‘You, Sir, have the honour.’”

Even in the list of casualties our author has made no mention of those of the Russell, apparently because they had not been collected when Lord Duncan sent off his dispatches, but which a lapse of nearly forty years afterwards afforded time to the writer of a professional history to ascertain; and which should have been stated at seven killed and twenty-seven wounded—a statement somewhat at variance with the assertion that none were hurt except in the abovenamed ten sail. We should have a crow to pick with another of these selected ships, the Isis, in the repeated signals she required to force her to make sail, but that she made atonement before the day was over, and certainly behaved better than some of the larger men-of-war.

The gallant author tells us that the conduct of one or two Captains



then directed the first lieutenant to see the tarpaulins spread over the gratings, and be careful that no officer should leave his quarters. At length she dropped into the scene of action, but the ships which the Director fired into had all been engaged and disabled before she got near them. In the course of the night, Lieut. Brodie, in the *Rose*, cutter, was sent round the fleet to inquire the state of each ship, the number of killed and wounded, and the condition for renewing action. On making known the purport of his orders to the officer of the watch on the Director's quarter-deck, that gentleman, knowing the ship had not sustained the slightest damage, immediately replied, "Yes, quite as ready as when the battle commenced;" and reporting the message to his Captain, together with the answer which he had given, *Bounty B*—\* boiled with rage. "How dare you, Sir," roared he, "give such an answer without my authority? Tell Lieutenant Brodie that the ship is not ready." The officer then remarked that Brodie wished to know the number of killed and wounded. "Tell him," answered the man of *Wrath*, "the surgeon has not yet made out his report,"—he knowing well that there were only three men slightly hurt to report upon.

We have dwelt the longer upon this splendid battle, because we think that Captain Brenton, in common with its other recorders, has been so tender of touching upon a sore subject, as to leave the merits of the gallant Admirals, and those who bravely supported them, only half told; besides which, a faithful historian has no alternative but to tell the whole truth, whether palatable or otherwise. What must have been the sensations of the excellent Duncan, in weighing between his duty and his regard for the character of the service, when the contest was decided? The commotion in his feelings may be partly estimated by the laconic note which he dispatched to the Admiralty, to announce his victory—a note which, in brevity, vied with that of Captain Walton, relative to the capture and destruction of the Spanish squadron off Syracuse; and it was not till the 13th, after determining to make the best of a bad matter, that he started the official dispatch which was intended for the *Gazette*. Fortunately he had much on which to bestow the most sincere applause. The *Venerable*, his own flag-ship, fought to admiration, and the *Monarch*, bearing Sir Richard Onslow's flag, stuck to her proper game most heroically, though sorely teased and galled by the raking broadsides of the flanking frigates. We have shown that the *Russell* ought not to have been omitted in Brenton's list of conspicuous vessels, to which we may add, that the *Belliqueux*, the *Bedford*, and the *Monmouth*, fought desperately through the whole engagement; and an extract from the flag-ship's log informs us,—

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\* Seamen have an inveterate habit of nomenclature for their officers. Captain T. Edwards was always *Old Hammer-and-Nails*, because he nailed his colours to the mast. Captain James Smith was well known as *Bull-waggy*; and Captain Thomas Smith, who compelled a French man-of-war to lower her top-sails in salute, was *Tom of ten thousand*. A passionate friend of ours was ever *Old Ginger*; and Byron, with whom he went to sea, and who resigned the command of the Channel fleet for no other reason than ill-luck, was universally called *Foul-weather Jack*. Admiral Cornwallis was *Billy Blue*; Earl St. Vincent, *Old Shaking*; and Collingwood, *Cuddy*. Earl Howe was *Black Dick* when in favour, but *Lord Torbay* when Jack was impatient for him to sail in quest of the Brest fleet. Appellations extend even to whole companies—Anson's people were *Roundabouts*, from having circumnavigated the globe; and Nelson's Nilers were *Crocodiles*.



“During the battle the Venerable was gallantly supported by the Ardent and Triumph, Admiral Duncan’s second; and afterwards his Majesty’s ship Powerful, who had taken her opponent, then run up and rendered effectual assistance to us, while surrounded by enemies. The Powerful and several others showed by their gallant conduct that they perfectly understood the signal for close action. Could a doubt remain in the mind of any person in the fleet about the meaning of any signal or manœuvre; they could not possibly mistake the gallant example of the two English admirals, and several others, who entered so completely into the meaning of the signal No. 34, and immediately passed through the enemy’s line, as the only method of defeating the Dutch fleet in the situation in which they were. It was perfectly in the power of the whole British fleet to have put signal 34 into execution. The enemy was directly to leeward, with openings to pass through their line in several parts of it.”

From the battle of Camperdown we turn with unfeigned delight to that which was fought off the mouth of the Nile, in the following year, as being novel in its tactics, decisive in its results, and presenting the beautiful picture of a combat wherein unanimity and zeal were so predominant, that every individual did his utmost duty, and nothing remained but to bestow unqualified praise on the whole. Every naval reader well remembers Nelson’s arduous pursuit after the French fleet, in hopes of “trying Bonaparte on a wind,” as well as the principal occurrences of the subsequent conflict; but to save the trouble of reference, we will make a rapid recapitulation of the latter portions, as a prelude to our remarks on Captain Brenton’s account. “Nothing could withstand the squadron your Lordship did me the honour to place under my command,” said the hero in his official report; “their high state of discipline is well known to you; and with the judgment of the Captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible.”

On the 1st of August, 1798, at about four in the afternoon, the British fleet caught sight of that of the French at anchor, and though they were of far superior force to his own,—there being 1198 guns with 11,400 men on their side, and 1024 guns with 7897 men on ours,\*—the heroic Nelson instantly resolved to attack them. Brueys had ranged his ships in a strong and compact line of battle; the headmost vessel being as close as possible to a shoal on the N.W., and the others forming a kind of crescent along the line of deep water, where they were flanked by frigates, gun-boats, and batteries, so that they could apparently bid defiance to a much larger armament than that which was approaching them under all sail. So little, indeed, did they expect to be annoyed, and so secure did they feel in their precautions, that when the British men-of-war hove in sight, a large party of Frenchmen were on shore digging wells, and every ship had sent twenty-five small-

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\* It must also be recollected, that our force was diminished from this amount by the Culloden, 74, having unfortunately run on the islet-reef, where she lay during the action. The French had cunningly sent out the Alert and Railleux brigs of war, to decoy some of our ships and draw them to the shoal; but they had Nelson to deal with. We should here mention that Admiral Ekins is mistaken in supposing the Culloden was leading the fleet when she took the ground; it was not till after the action was opened.

arm men to protect the workmen from the continual attacks of the Bedouins and vagabonds of the country; and the flag-ship *l'Orient* was under the process of blacking and painting. The position certainly presented the most formidable obstacles, but the English admiral, with the eye of a seaman, immediately saw that where there was room for an enemy's ship to swing, there must be room for one of ours to bring up; and though he had already made known his plan of procedure, in case of finding the enemy at anchor, he now, from the manner in which he saw them riding, resolved upon the smashing system of doubling upon the van and centre, so as to give each Frenchman a foe on the bow and the quarter,—knowing that the rear would be unable to weigh and succour their friends. Indeed, though the opposing fleets were numerically equal, there was a vast disparity in size and weight of metal, for independent of the three-decker, some of their ships, as the *Guillaume Tell*, *Franklin*, and *Tonnant*, were each almost a match for a couple of our smaller seventy-fours; had the whole Gallic line, therefore, been attacked generally, the result would have probably been much less decisive, as they contemplated such a measure, and were caught quite unprepared for engaging on the inner side, or space between them and the shoals, to which Brueys laid his van ship as close as possible (*le plus près possible*), in order “not to be turned by any means.” When Nelson had fully explained his intention, Captain Berry exclaimed with transport—“If we succeed, what will the world say?”—“There is no *if*,” replied the Admiral; “that we shall succeed is most certain: who may live to tell the story is a very different question.” This manœuvre afforded the smaller fleet the advantage of attacking the larger one with double their force, since the rear, being dead to leeward and close to the shoals, could only behold the fate of their companions as they were beaten in detail with unavailing regret: yet so little did Napoleon comprehend the beauty and power of the movement, that he asserted,—“Had Villeneuve weighed and supported the van of the French, he would have *decided* the action.” This opinion was well enough from a soldier, but we must express surprise at its being adopted by Captain Brenton, for even had there been no shoals, they could not have stretched out of the bay, and tacked so as to fetch the required spot in time to save their comrades.

The battle commenced at sunset, and was awaited by the enemy with great firmness; no colours were hoisted, no guns were fired on either side, till the British leaders were within half gun-shot. At about seven o'clock darkness came on; but the whole hemisphere was at times illuminated by the fire of the hostile fleets. The British now hoisted their distinguishing lights by signal from the Admiral. The conflict raged with increased fury; and in twelve minutes *le Guerrier*, the van ship of the French line, was dismasted. At half-past eight, *l'Aquilon*, *le Peuple Souverain*, and *le Spartiate* struck, and were taken possession of, and the sword of the Captain of the latter was delivered to Nelson, who was then below, in consequence of a severe wound which he received in the head during the heat of the engagement. At ten minutes after nine, the French Admiral's ship, *l'Orient*, of 120 guns, was observed to be on fire, and at ten she blew up with a most tremendous explosion, spreading her flaming ruins to a considerable distance around, and shaking every ship to the keelson. This frightful calamity, which sent



upwards of 900 men into eternity, occasioned an awful silence, or, as the French termed it, stupor, in both the contending fleets, for some minutes, when the firing re-commenced with the ships to leeward of the centre, and lasted, with an occasional intermission, till about three in the morning, when it again ceased. The victory being complete in the van, such of the British ships as were in a condition to move went down to attack the enemy's rear, of which two only had their colours flying. At eleven, the *Généreux* and *Guillaume Tell*, with the frigates *Justice* and *Diane*, cut their cables and stood out to sea. Captain Hood would have pursued them, but as there was no other ship able to second the *Zealous*, he was recalled, and they escaped for the present, leaving nine sail of the line captured, and two burnt, besides a frigate burnt, and another dismasted and sunk. Such are the principal features of a fight, which he who gained it emphatically termed rather a conquest than a victory; and Captain Brenton has given a fair current account of it. But as his work is intended for higher uses than running-reading, we think he ought to have dealt more pointedly upon the tactics and seamanship displayed in that important engagement, especially as some of our ships brought up by a method never before practised in our navy, that of anchoring by the stern. The Captain asserts that the French fleet were *moored* in a *compact* line, and yet admits them to have been "250 or 300 yards from one ship to the other,"—which certainly is not a very close order, and room was afforded for our vessels to pass between them to take their respective stations; nor were they moored—each ship was riding head to wind at single anchor, with a spring upon her cable.\* Our author doubts whether, if Nelson had overtaken and encountered the French at sea, the victory would have been so complete as it proved in the sequel. Probably not; but had not our fleet sailed to the westward again, after having made the coast of Egypt, and finding no enemy there, the destruction of the Gallic expedition must have been a consequence, since Nelson, who left no contingency unprovided for, had appointed a division of his ships to attend to the 350 transports while a battle should be deciding.

In such a case, whatever the fate of the fleets, the whole tenour of affairs in the East must have been entirely changed, and, as Joseph H—— would sagely remark, we should have saved the heavy expenses of our grand expedition under Abercrombie. On the other hand, to turn from a hypothetical assumption to a positive error,—having escaped such a meeting, the French Admiral should have entered the old harbour of Alexandria, where, to our personal knowledge, twenty such fleets as he commanded could have moored in perfect security. Had this obvious and easy measure been adopted, such is the intricate nature of the bar of reefs which forms the harbour, and such the protection afforded by the land, that nothing could have assailed them from without.

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\* We observe that Captain Brenton quotes the plan of Mr. Briarly.. This was a person of some talent and much scheming, whom Sir Thomas Troubridge—*par calembourg* on the ship in which he served as Master—dubbed "Audacious Briarly." His adventures would form a capital volume, and we hope this hint may draw some anecdotes from surviving messmates. He went, we believe, into the Spanish service, and not having been lately heard of, has probably clued up for a full-due.



It has been said, and Brenton repeats it, that there was not water enough, or sufficient breadth of channel, for the admission of l'Orient; but he who first advanced so absurd a figment knew nothing about the matter, as the present Admiralty chart, and the three-decker lately built by Mehemed Ali, sufficiently prove. Brueys, therefore, lost his fleet most foolishly, though he behaved well in the last struggle. Having thus betrayed an ignorance, which no service, however meritorious, and no zeal, however remarkable, can justify,—How say ye, Gentlemen of the Jury—Guilty, or not guilty?

On the whole, we have no scruple in placing the battle of the Nile in the very van of British naval exploits—the plan, execution, and results being alike admirable. Yet, in the face of so brilliant a deed, the sage M. Bouvet de Cressé has delighted his countrymen by assuring them that the English never dared to attack French seamen “*sans une force d'un tiers en plus. Paris le sait; Londres, pleurant ses éternelles guinées, le sait mieux encore.*” These men of wit, as a comic writer observes, have such “cramped ways of expressing themselves, that there is no understanding them.” The sensible portion of France well know the nature of the engagement, and its effects could not be more feelingly described than in the dispatches of the intelligent and brave Admiral Gantheaume.

While these important events were being achieved, our seamen were also distinguishing themselves in the frigate fights of the *Melampus*, the *Anson*, and the *Fishguard*, in the defeat of the French squadron destined for the invasion of Ireland, and in the useless expedition of Sir Home Popham to destroy the sluices at Bruges. Nor can we quit the year 1798 without remarking the excellent conduct of the little *Leander*, of 50 guns, in “standing up” to the *Généreux*, 74, in a close and bloody conflict of nearly six hours, although previously weakened at the Nile; and we join in the indignation expressed at the pillaging and inhumanity of the base Capitaine Lejoille, his officers and crew, whose conduct, we suspect, will not be defended even by M. Bouvet de Cressé himself. Another conflict of the same year deserved more technical relation, which is that of the capture of the *Hercule* by the *Mars*; for a naval reader ought to be made acquainted with the fact, that the British man-of-war coolly ranged a-head of her opponent, let go her anchor, and then dropped alongside. Moreover, Captain Hood received his death-wound from a musket-ball in the femoral artery, not “towards the conclusion of the action,” which raged fiercely for one hour and a half, but in little more than a quarter of an hour after it commenced; and we have for this the authority of the Captain's successor, the present retired Rear-Admiral Butterfield, who, however, is not even named by our author.

The year 1799 was a busy, though less splendid one than its precursor. The Dutch fleet in the Texel surrendered to Admiral Mitchell, on his taking the Helder; and our expedition to Holland was well disembarked and covered. In the East Indies, the *Forte*, the finest French frigate of her day, was captured by the *Sibylle*; and *la Preneuse*, another frigate, was destroyed at the Isle of France.\*

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\* In Captain Brenton's statement of the squadron then with Vice-Admiral Rainier at Trincomalee, he mentions the *Dédaigneuse* of 36 guns, which frigate

In Syria, the chivalric Sir Sidney Smith courageously defended Acre against Bonaparte, and compelled him to raise the siege, after incessant fighting and open trenches for sixty days. Nelson is said by our author to have taken umbrage at the appointment of this officer to a command under a broad pendant; but other reasons for his quitting the blockade of Malta unfortunately present themselves, and the one assigned would come with an ill grace from one who had himself been selected for a particular service out of turn.

We must here dissipate a most agreeable illusion of about that time, although the task is not a grateful one. Most writers on naval affairs, following the assertions of Messieurs Clarke and M'Arthur, have given us a fine picture of Captain Louis rowing up the Tiber in his barge, and hoisting English colours on the Capitol. Now the fact of the case is, that the brave Captain went from Civita Vecchia by land, to confer with the Neapolitan General Bouchard, leaving the command of the *Minotaur* with Lieutenant Schomberg, who is consequently made handsome mention of in Troubridge's dispatches; nor were any colours at all hoisted on the Capitol. This was distinctly told us by the late Sir Charles Schomberg, and whoever possesses his copy of the bulky work of the "arcades ambo" called the "Life of Nelson," will find their flowery passage most pointedly refuted on the margin, in the autograph of that excellent officer.

But avast! We find the subject leading us on by the years in succession, which is not consonant with our intention of merely making some running strictures on the principal occurrences of the war. We shall therefore leap over most of the incidents, in order to have time to catch a glance at those connected with Nelson and St. Vincent,—the former as the hero of the country—the latter as the hero of the author of the "Naval History" before us. Under this view we cannot be detained with the Egyptian expedition; the queer behaviour of the *Foudroyant* at the capture of the *Guillaume Tell*, wherein nothing was displayed but bravery; the gallant exploit of Sir James Saumarez; the decisive smash at Copenhagen; and the hand-to-hand death-and-glory struggle of cutting out the *Chevrette*,—although our fingers itch to dilate upon them. By such omissions we shall be able to shorten a tedious yarn, and come at once towards the battle of Trafalgar.

One circumstance by the way. In the first edition of the "Naval History," the mutiny at Dominica, in April, 1802, is detailed through several pages, in order to introduce the services of the squadron. As the whole circumstance is omitted in the present volumes, we presume that it has come to the author's knowledge that the "mutineers" were far from being the most culpable of the parties, and that the fire of the *Magnificent* and other vessels made a cruel slaughter of poor devils already "down."

But in this case, we had a right to expect revision rather than cancelling; and the unwelcome truth to be given as a warning against the headlong precipitancy resulting from following the feelings instead of the judgment. It was the slavish employment of some of the black

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was not taken from the French till 1801. An error also appears in the list of Du Perée's captured ships. *La Courageuse* is represented as being of 22 guns and 160 men, instead of 36 guns and 300 men. She was afterwards commissioned in Lord Keith's fleet as a 32-gun frigate.



regiment, by its Colonel, in cultivating his own property, with other grievances, which galled them, after a long forbearance, into open mutiny. The suppression of this was managed most heartlessly, and a moment which might have mingled severity with humanity was stained with an outrageous effusion of blood. "There was but little hope of escape," says an eye-witness, "the broken line of wretches, goaded on by the bayonets of their pursuers, hurried, furious, and blind, like a herd of wild cattle; some threw themselves over the perpendicular walls of the Cabritta, and were dashed to atoms on the rocks of Douglas bay; others, lurking through the by-paths, tried the swamps; but here they were anticipated, for a strong party of militia, posted along the margin of the marsh, shot or bayoneted them as they floundered through the mud. One flank rushed down a narrow pass leading to Douglas bay, the crowd crushing and trampling on their comrades; but the men-of-war moored close to the shore received them with showers of grape and canister-shot, and played upon them until a heap of shattered bones and broken flesh alone remained of a strong regiment of 1000 rank and file; some 350 men were taken prisoners, and a certain number of them executed."

Captain Brenton thinks, or perhaps we ought rather to say thought, the safety of the colony endangered by this insubordination; but all inquiry seems to show that the island was perfectly secure, and that, had the unconditional offer of surrender, which was made by the revolted, been accepted with the slightest promise of mercy—and had any one conducted the matter but their known enemy, it is probable that no life would have been forfeited, except some examples to the outraged law.

The peace, or rather armed truce of Amiens, was of so short a continuance, that we can barely consider it an interruption of hostilities, since the same officers and men who had so distinguished themselves were again at their post, on the renewal of a war, which, according to the reasonings of Vattel himself, was a just and necessary one. Mons. Pelet, a member of the State Councils of France, candidly admits—as we see by Captain Basil Hall's excellent version—that the English had more than one cause of complaint at the rupture of the treaty:—"They found fault," says he, "with Napoleon, not only for the occupation of Piedmont, but for his refusal to remove the sequestration imposed upon British property, and his decree for raising 300,000 men." And he adds, "there was no denying that the reclamations of England were well grounded."

The war re-opened, as numbers of our readers must well remember, with an activity and spirit unexampled; and the diligence of our cruisers gored the enemy to the quick. The "foggy" action of Sir Robert Calder, however, was not the kind of thing that a nation possessing Nelson required, and great were the rejoicings and hopes when that hero took the *field*. It was then, when the states of Europe were successively succumbing to fraud and force, that our flag advocated freedom; and many were they who blessed the ships

"Whereon the Briton's mingled crosses fly,  
The holy labarum of liberty."

A fleet under Nelson, who was usually favoured by fortune as well as



merit, was not likely to be inactive or undistinguished; and although his extraordinary chase of the French fleet across the Atlantic was not attended with the results he wished, it undoubtedly preserved our West India islands from invasion and pillage. But he was not doomed to wait much longer for an opportunity of doing his country a lasting service. On the 21st of October, 1805, the combined fleets of France and Spain, consisting of thirty-three men-of-war, were discovered at day-break six or seven miles to the eastward. Nelson immediately made the signal for his ships, twenty-seven in number, to bear up in two columns as they formed in the order of sailing, the weather one being led by himself, and the lee by Collingwood—a mode of attack which his Lordship had previously directed, to avoid the inconvenience and delay of forming a line of battle in the usual manner. As this plan was new, so also was the structure of the enemy's order, which, from every alternate ship being about a cable's length to windward of her second a-head and a-stern, might be termed a double line, whether occasioned by accident or design; and it formed a crescent convexing to leeward, so that in leading down to the centre, Collingwood had both their van and rear abaft the beam. Nelson was cheerful and confident. "Now," said he, "they cannot escape us; I think we may make sure of twenty of them." The last order which he gave previous to engaging was the comprehensive, and, we trust, immortal sentence, which aroused shouts of applause from the whole fleet—

"ENGLAND EXPECTS THAT EVERY MAN WILL DO HIS DUTY."

The action commenced at noon, by the gallant heads of the columns forcing the centre of the enemy's line, leaving his van unoccupied, the succeeding ships breaking through in all parts astern of their leaders, and engaging their opponents at the very muzzles of the guns. The conflict was severe, for while all the Britons displayed the same zealous animation, it must be confessed that the enemy's ships were fought with a gallantry highly honourable; but the attack on them was irresistible, and ended in a complete and glorious victory, the trophies being nineteen sail of the line, two of which were first-rates, and one of those two the famous *Santissima Trinidad*, the largest ship in the world. Among the prisoners were Admiral Villeneuve, the French Commander-in-Chief, the Spanish Admirals Alava and Cisneros, and General Contamin.

Such a battle could not be fought without a great loss of men, and the returns on our side exhibited the serious amount of 449 killed, and 1241 wounded. Of the slain was Nelson himself, who here crowned his services to his country, and died in the blaze of his glory; and though he survived not to wear the laurels destined for him by a grateful country, he achieved the imperishable wreath of immortal fame. "Thus fell," says Captain Brenton, "the greatest sea-officer of this or any other nation, recorded in history; his talents, his courage, his fidelity, his zeal, his love for his King and country, were exceeded by none. Never had any man the happy intuitive faculty of seizing the moment of propitious fortune equal to Nelson. His whole career, from his earliest entrance into the Service, offers to the youth of the British Navy the most illustrious examples of every manly virtue; whether we view him as a Midshipman, a Lieutenant, as the Captain of a frigate, or as a Commander-in-Chief."

In this warm eulogium on the departed chief we so entirely agree, that we regret a remark or two which he has elsewhere made, touching somewhat his official character. Here we do not allude to the indefensible and lamentable occurrences at Naples, but to insinuations of his contempt for superiors, and for the every-day work of a fleet. After the affair at Copenhagen, we are told that "Nelson neither knew nor cared about the repairing of ships; his business, he thought, was to lead them into action, and leave them to do their duty." Now we suspect that this could no more have been the sentiment of him who owed so much to the Captains who "repaired" their ships after the Battle of the Nile, than it would have been of Collingwood in his anxious exertions after that of Trafalgar: and though he that is able to rear the edifice need not be employed in compounding the mortar, he will be none the worse for his object in seeing that it is done. We have also to clear his memory from a charge of egregious vanity, which some of his unwitting friends have thrown upon him. We are told that, just previous to the action, he went to his cabin, and decorating himself with the insignia of all his orders, again mounted the deck, where, on being told that he would be marked by his stars and crosses, he is said to have exclaimed—"In honour I gained them, and in honour I'll die with them." Now there is no other truth in this, than that he had accidentally dressed himself that morning in the same coat which he had commonly worn, on which the star of the Bath was embroidered; and this badge being remarked after the action commenced, he replied he was aware it would be seen, but that it was now too late to shift his coat. This we had from the best living witness of the circumstance, Sir Thomas Hardy, the very speaker on the occasion.

Nelson was certainly the most popular hero of his day; and perhaps in no country have higher honours been paid to the memory of a deceased warrior, than those which took place in January, 1806. His body was brought home for interment; was exhibited in state at Greenwich and Westminster; and was finally buried in the cathedral of St. Paul. The funeral, gratefully ordered at the public expense, was the most solemn and magnificent spectacle ever beheld in this country, being attended by a large concourse of the Army, Navy, gentry, nobility, and statesmen; and honoured by the attendance of seven sons of his Majesty. Honours and rewards were bestowed on his relations, and an earldom was perpetuated in the family of Nelson.

"Such honours *England* to her hero paid,  
And peaceful slept the mighty *Nelson's* shade."

The tactics of the battle of Trafalgar are certainly less easy to understand than were those of the Nile; for the success of the day we seem to have been more indebted to the example and popularity of the chief, the individual exertions of every ship, and the gallantry of the officers and crews, than to the mode of attack. The heads of the columns coming slowly from the windward, were exposed to a severe and raking fire from many ships for some time before they could return a gun, and hence the heavy loss those vessels sustained. Nelson, however, knew his men, both friends and foes, and declared that—"No Captain could do very wrong if he placed his ship alongside that of an enemy." And so intent was he to every turn of the day, that with his dying breath he recommended to his successor the politic measure of anchoring the fleet,



an advice which, unfortunately, was not followed, and this neglect led to the subsequent catastrophe by which so many of the hard-won prizes were lost.

This battle was a blow to the maritime strength of the two Powers opposed to us, which lastingly crippled their navies, for the capture of the four sail of the line by Sir Richard Strachan, and Duckworth's victory at St. Domingo, may be considered as consequences of it. Yet Napoleon,\* in his address to the Legislative Body, coolly said—"The storm has occasioned to us the loss of a few ships, after a battle imprudently fought;" and the Legislators bowed their heads. In Madrid, the Court even outdid Napoleon, for they spread reports of a victory over Nelson; and a print was industriously circulated showing the sinking of the Victory and other British ships, a copy of which may now be seen at the United Service Museum.

Such effrontery and mendacity remind us of a famous French harlequin, who, after *Te Deum* had been sung, and great rejoicings made in Paris for the Battle of Parma, appeared upon the stage with a lantern in his hand, and seemed very busy searching for something he had lost. One of the persons of the drama demanded what he was looking for? "*Ma foi!*" replied he, "*je cherche la victoire de Parme.*" The audience was pleased with the wit, but harlequin was sent to the galleys.

Scarcely were the ceremonies of Nelson's funeral over, ere Lord St. Vincent was ordered by his Majesty in person to hoist the Union at the main, and assume the command of the Channel fleet, then consisting of forty-two sail of the line, fifteen frigates, and many smaller vessels. He accordingly repaired on board the *Hibernia*, a beautiful ship of 110 guns, and after holding the station rather more than a year, resigned from ill health, and never afterwards held any employment afloat.

We have now rather an unpleasant duty to execute in passing an opinion upon this officer, in his public capacity; but the high position in which Captain Brenton has placed him renders it historically necessary. We are quite willing to join in all the panegyric which can be lavished upon Earl St. Vincent for his personal bravery, his judicious promptness during mutiny, his rigid economy of sea-stores, his occasional patronage of merit, his zealous blockade of Cadiz, and his gallant attack on the Spanish fleet in 1797; but there we clap on a stopper over all, for while we allow him to be a smart officer and a conqueror, we cannot fully confirm to him the title of a hero. Though a leveller in politics, his sole idea of governing was by a harsh system of terror and espionage, worthy of a despot; and we think the letters published by our historian, some of which are suppressed in the present edition, display anything but magnanimity. Under his guidance, discipline was tyranny, reforms became hateful, and the feelings were provoked by the forcible application of corrosives. To such a degree did his disposition descend, that he was known, not only to detain such newspapers as were not to his taste, but even to keep back the letters addressed to those under his command—a fact related to us by his executive officer.

Brenton lauds his management of the Channel fleet; but there was little merit due to the man who, while residing at Torbay, London, or

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\* We observe that Captain Brenton complains of being represented as having an *anti-Napoleonophobia*; is not this something like the *anti-febrifuge* powders?



perhaps his seat at Rochetts, with large emoluments, was careful that his subordinates should suffer all the confinement and privations which could be inflicted on a Service already sufficiently rude. On assuming this command, he sneered at the idea of running for Torbay in a gale, as Howe and Bridport were accustomed to do, saying that he would teach them to keep their station off Brest as well as off Cadiz. In this spirit he persevered so long in the first breeze which assailed him, that when he was forced, in spite of himself, to bear up, the *Railleur*, *Trompeuse*, and *Lady Jane*, foundered in the midst of the fleet, with all their crews.

We do not quarrel so much with the amount or exactitude of his discipline, as the extreme harshness of its administration. Monkton—who, so nobly fought the *Marlborough* on the 1st of June, when Captain Berkeley was obliged to quit the deck, and was one of the most distinguished in Bridport's action in the following year—was publicly reprimanded in the general orders, because his ship, the *Mars*, had pushed between the *Ville de Paris* and the *Barfleur* in the morning watch. The gallant Monkton repaired to the man of office, and expressed his regret at being thus exhibited to the whole fleet for an act which happened while he was dressing in his cabin—whereupon the chief luffed up and let fly the following missive, which we here insert for the benefit and due consideration of some of our peace-establishment men:—"The Commander-in-Chief cannot suppose it possible that any Captain of a ship under his command is off the quarter-deck or poop when a movement of the fleet is made, night or day, nor that he is in bed at day-break every morning."

The particulars of the disputes which he held with Lord Cochrane, Sir Charles Thompson, Sir John Orde, Sir Henry Trollope, and many other officers, afford sufficient proof that this *Dux Præfectusque Classis* was far from being above the common frailties of human nature. Among other interferences, he was partial to the exercise of power in matters of courts-martial; as in the case of Midshipman Faithwell, who being sentenced to be ignominiously stripped of his uniform and rendered incapable of serving as an officer, for maltreating prisoners, the Admiral additionally directed his head to be shaved, a label of disgrace to be placed on his back, and that he be employed in cleaning the ship's head till farther orders. Even in command of the Channel fleet, where the quick intercourse with London had hitherto been supposed to render such a step unnecessary, he contrived to be empowered to order courts, and put their sentence into execution without delay, or report to the Admiralty.

Himself a bachelor, Lord St. Vincent lost no opportunity of expressing his dislike of the silken bonds, observing that "a married officer was half lost to the service;" but he certainly overlooked the fact that no men ever behaved better than Nelson, Collingwood, Duncan, Exmouth, Hallowell, Parker, Troubridge, and many other sea-Benedicts, whose merits silenced even the breath of envy, and afforded sound proof that a sailor may splice without ruining himself. This might have been mere badinage, but with such, and some accompanying practical wit, he contrived to make most of those about him very uncomfortable. In witness to this we will cite the excellent Collingwood, a man who so seldom

vented complaints or censured the conduct of others. In the "Memoir" of his life we read—

"On one occasion the Excellent was directed to weigh when off Cadiz, and to close with the Admiral's ship, and in running down the signal was made five or six times for altering the course, first on one side, then on the other, and at length for a Lieutenant. Captain Collingwood, who had been observing this in silence, ordered his boat to be manned, as he would go too. On his arrival on board, he desired the Lieutenant when the order was copied to bring it to him, and he read it while he was walking the deck with Lord St. Vincent and Sir Robert Calder. It was merely for the Excellent to receive on board two bags of onions for the use of the sick; and on seeing it he exclaimed, 'Bless me! is this the service, my Lord—is this the service, Sir Robert? Has the Excellent's signal been made five or six times for two bags of onions? Man my boat, Sir, and let us go on board again.' And though repeatedly pressed by Lord St. Vincent to stay dinner, he refused and retired."

In a letter to W. Blackett, Esq., speaking of Nelson's appointment to command a squadron going to Egypt, Collingwood says—

"This appointment of Nelson to a service where so much honour was to be acquired has given great offence to the senior Admirals in the fleet. Sir Wm. Parker, who is an excellent officer, and as gallant a man as any in the Navy, and Sir J. Orde, who on all occasions of service has acquitted himself with great honour, are both feeling hurt at a junior of the same fleet having so marked a preference given him, and have written to Lord Spencer, complaining of this neglect of them."

"The fleet is in consequence in a most unpleasant state; and now all that intercourse of friendship which was the only thing like comfort which was left us, is forbidden; for the Admirals and Captains are desired not to entertain, even at dinner, any who do not belong to their ships. They all complain that they are appointed to many unworthy services, and I have my share with the rest; but I place myself beyond the reach of such matters; for I do them with all the exactness in my power, as if they were things of the utmost importance, though I do not conceal what I think of them. In short, I do what every body does—wish myself at home very much."

Again, writing to Captain Alexander Ball, from off Cadiz, in October, 1798:—

"I congratulate you, my dear friend, on your success. Oh, my dear Ball, how I have lamented that I was not one of you! I have been almost broken-hearted all the summer. My ship was in as perfect order for any service as those which were sent; in zeal I will yield to none; and my friendship—my love for your admirable Admiral gave me a particular interest in serving with him. But our good chief found employment for me, and to occupy my mind sent me to cruise off St. Lucars, to intercept the market boats, the poor cabbage-carriers. Oh, humiliation! But for the consciousness that I did not deserve degradation from any hand, and that my good estimation would not be depreciated in the minds of honourable men, by the caprice of power, I should have died with indignation. I am tired of it; and you will believe I am glad that to-morrow I depart for England."

Having already dwelt upon these matters at greater length than we at first intended, we must now close our strictures, notwithstanding some stirring events which followed this epoch present strong inducements to proceed with them. The battle of Trafalgar, however, so humbled the maritime pride of France that the remaining naval operations of the war,



though exhibiting both conduct and enterprise, were on a reduced scale as compared with those of former periods of hostility. While their fleets were accumulating and re-organizing in blockaded ports, occasional detached squadrons and numerous single ships were captured or destroyed by our cruisers, and their trade was all but annihilated. There is much to dilate upon, both historically and technically, as to the expeditions to the Cape of Good Hope, Monte Video, Copenhagen, Java, Curaçoa, Mauritius, and the Dardanelles; but they appear of secondary importance to the military operations in the Peninsula, which led, step by step, to the defeat of all the ablest Generals of France, and the occupation of Paris itself. These momentous events—*cum multis aliis*—are related in easy progression by Captain Brenton; and we cannot part company without expressing our full conviction of the honour, integrity, and religious morality with which he has executed his task; virtues which gleam forth whenever he delivers his own sentiments.

By the way, while we are *casting*, we must mention our hope, that in the third edition of the “Naval History” the death of the gallant Manners, of the Reindeer, will find mention; and though dates, names, and minute particulars may hamper the flow of a paragraph, they are—like the *impedimenta exercitus*, or baggage of an army—both necessary and useful in spite of their weight. \*Indeed, we strongly recommend a strict revision of this department of the work, since there are numerous instances of carelessness or oversight. We could also wish that the “slaps” at James, the contemporary historian, had been omitted; for, with “all his imperfections on his head,” he is at once patriotic, intrepid, and intelligent. There may exist many errors of detail in so laborious an undertaking; yet it is only a matter of astonishment, considering the author was a landman, that he accomplished so much in so good a style. He has been severely taken to task by two or three naval critics, and every hole in his jacket exposed to view without the least quarter; but, in spite of all, his work is too considerable to be permanently tarnished by its blemishes—

——— “*quas aut incuria fudit,  
Aut humana parum cavit natura.*”

#### RHYMES ON A WEDDING.

“At St. Mary-le-Bone, on the 17th January, 1837, Major Philip Mair, 99th Regiment, to Miss Margaret Grace Palmer, of Upper Seymour Street.”—U. S. JOURNAL, February.

“Margherita, perla bella,  
Palmerina sei stata—  
Del buon *Maggior* oggi sposa—  
*Maggior* menti sei beata.”

“A bonny pearl is Margaret,  
And *Palmer* unco fair;  
But Hymen’s torch, not lit in vain,  
Has made her even *Mair*!”



## REMARKS ON THE MILITARY CONSOLIDATION COMMISSION.\*

HAVING in our last Number given a summary of the Evidence taken before the Military Consolidation Commission of 1834, which broke up on the Duke of Richmond retiring from office without presenting its Report, and having also given our remarks on the draft of the Report prepared as by his Grace, and approved, as he has since stated, by several of his colleagues, we now proceed to a consideration of the Commission of 1836, assembled under instructions of the same tenour as the former one, but with a change of all its members excepting Lord John Russell.

By following our former course of considering the Evidence first, and then the Report professing to be founded upon it, we conceive we shall be adopting a more perspicuous method than by taking the Report first and the Evidence afterwards, which our readers are aware is the Parliamentary form of printing documents of this kind.

It must have struck every one who perused the Duke of Richmond's projected Report, that the only argument of any value, or fairly warranted by any part of the evidence, for his scheme of an Army Board with a civilian chief, was deduced from the assumed fact of the perfection of the Admiralty Board. It is in order to prove the merits of that Board that we now find Sir J. Barrow produced as an evidence—a gentleman whose long and valuable services at the Admiralty are too well known to require any comment. This witness states that under Sir J. Graham's instructions he was charged with framing the new system, by which the Navy Board, Victualling-office, and Transport Board, were thrown into the Admiralty, and the whole business divided into five departments—Surveyor, Accountant, Storekeeper, Victualling and Transports, Medical.

After giving some details of the former mode of accounts, which no doubt were clumsy enough, Sir J. explains the present method, especially a new arrangement by which a constant audit of each account as soon as received is daily carried on by the Audit Office, thus avoiding any accumulation or arrear of business. Sir J. tells the Commission that the Scheme (his own) has been four years in operation, and he is happy to say it has worked *most beautifully*. He then details the superintending duties of each of the five lords, one of whom, Captain Elliot, seems to be his favourite. He says he is the lord who superintends the victualling and transports, "and a very attentive one he is." Of Lord Dalmeny, who superintends the accounts, he says nothing either good or bad; but is fond of Mr. Briggs, the accountant-general, who, he says (and we believe justly), is a very clever, intelligent, active man.

As to what is referred to the five heads of departments individually, and what is of sufficient consequence to be brought before the Board, Sir J. Barrow explains that such a matter as a disobedience or breach of orders would come before the Board; but if a man lost his jacket, it would be left to the discretion of the superintending lord whether he or the public should pay for it. What a heavy responsibility for Lord Dalmeny!

We must be allowed to doubt the *beautiful* working of the Board in the following case, quoted by Sir J. Barrow:—A Captain Black had been

many years actually broken down by wounds, but it could not be certified that any of them were equal to loss of a limb, so his case *was put off*, till at last, when he was on his death-bed, a pension was given him, which he lived to enjoy, poor man! exactly one fortnight. Better to put off one hundred cases of jackets for as many years, than one case, such as the gallant Captain Black's, for one hour. He says the Compassionate list of the Navy is referred to himself and one of the lords—"Captain Elliot and I, did it a few days ago. *It took us the whole morning!*" In our humble apprehension they could not be better employed. He laments over the increase of the widows' pension. There seem to be no Greenacres in the Navy to remedy this crying evil.

At this part of Sir J. Barrow's evidence we must call the reader's attention to the fact, that the new Admiralty Board has had the great advantage of being composed, with exception of one civilian, of naval officers, whose practical knowledge must in all details facilitate their duties, and in a great degree compensate as to the efficiency of the Service for the political jobbing to which a civilian chief must always be driven by the exigencies of Government as to votes and interest.

As to questions of promotion, the civilian first lord, Sir J. Barrow justly explains, must consult his senior naval lord as to the services of officers he desires to promote. This sounds plausible, but must end in a balance being struck between politics and service; for the civil chief naturally refers to his naval adviser in some such way as this:—"I wish to promote Captain A., because he commands so many votes in Scotland. Are his services sufficient to warrant my doing so without raising a clamour?" The Service may no doubt be carried on in this way without further mischief than a complete setting aside of all officers of the opposite politics to the ministry; but it is obvious that it must create two distinct political classes of officers, which are promoted or neglected according to which party is uppermost in the State.

The habitual occupation of the First Lord is thus described by Sir J. Barrow, and quite bears out the proposition. "He has quite enough to do to answer applications; he has two clerks in the private office employed from morning till night, besides his private secretary, in answering letters written to him privately, that do not come before the Board; but they are *all asking for appointments or promotion*, or something that he alone can give." Now, we will just ask any candid person to compare this occupation of the First Lord of the Admiralty with that of the military Commander-in-Chief, who, from being disconnected with politics, is spared this bootless waste of time, and able to give his attention to the more useful duties of his office.

As to the routine of the correspondence, Sir J. Barrow describes it as rapid and methodical; but it is evident that the chief share of this merit lies with himself and other experienced subordinates, who reduce all points for the Board's decision to the closest compass. The authority, by the way, of the First Lord over the Board is maintained by a very summary process; for Sir J. Barrow says, "Lord Spencer sent one of the lords about his business for refusing to sign a commission in which he did not concur."

Sir J. Barrow argues that it is better to have a civilian First Lord than a naval officer, because he conceives it impossible that a naval man should not have partialities for those who have served in his own ship, and, with a singular *naïveté*, believes that a civilian has few or none of



those feelings, and consults, *of course*, the naval members of the Board with regard to the merits and services of officers. The promotion of officers, therefore, is the result of a happy mixture of the political views of the civilian First Lord and the professional partialities of the naval Lord whom he consults. If partiality must exist, we confess we prefer the professional favouritism objected against Lord St. Vincent's government of the Admiralty, to the political selections of his civilian successors.

In their questions upon the consolidation of the Navy and Victualling Board with the Admiralty, the Commissioners endeavour to establish some comparison with the Civil Department of the Ordnance, forgetting that the direct responsibility of the Master-General is quite a different thing from the system of those Boards over which Sir J. Barrow represents the control of the Admiralty to have been so imperfect.

On the question of separating the Naval from the Military Ordnance, Sir J. Barrow is very decided; but as his opinion rests chiefly upon an awkward mode of correspondence, by which delay in the fitting of gun-carriages on board ship sometimes happens, these arguments of the desk can hardly be balanced against the opinions of those distinguished Artillery officers who pointed out the vast importance in war-time of having the Naval and Military Ordnance in common; besides, the mode of correspondence might easily be improved.

Captain G. Elliot, the next witness, is also for the separation, though he owns he finds the inconvenient correspondence alluded to not near so voluminous as he had supposed. He says that he thinks the Admiralty could easily undertake their own Ordnance; yet he admits that the present Ordnance-Office have always met the desire of the naval officers as far as they possibly could. He explains that when a ship is to receive her guns, the Captain, in some cases, applies to the Admiralty for some peculiar fitting of the carriages; the Admiralty forward his letter to the Ordnance, and the Ordnance direct their Officer at the port where the ship lies, to fit them accordingly; but he sometimes does not understand them, and reference is made backward and forward, with loss of time; and here lies that inconvenience so much complained of. To us it would seem easy to avoid this, by sending down the naval officer's own explanation to the Ordnance officer at the gun-wharf, or by putting the two officers in direct communication on the spot. To have two establishments of Ordnance all over the world seems a most expensive remedy for an evil so slight, and which a little alteration of arrangement could so easily remove, if indeed it at all exists.

"We now come to Sir James Keint's evidence, which naturally attracts the more attention from his having been exhibited as a member of the Commission of 1833. Being asked if he had read the Project of Report, he gives this answer, in which it should seem "more is meant than meets the ear:"—"Although a member of the Commission of 1833, the Project of Report, prepared by the Duke of Richmond, *was not submitted to me, nor did I see the evidence taken before that Commission till two days ago.* At our last meeting, March, 1834, it was determined that the evidence should be put in possession of the members, and that the Duke of Richmond and myself should draw up some questions to the Duke of Wellington and Sir H. Hardinge previous to closing the proceedings. I received, however, no summons to meet the Duke of Richmond, nor was the evidence sent to me; yet I observe that the Project of Report is dated *nine days after the last meeting of the Commission.*"



It is scarcely needful, after this exposure, to follow Sir James through his judicious and forcible objections to the Scheme. Setting aside his own experience, Sir James was not a man to close his ears against the concurrent testimony of the mass of evidence to which he had listened during the Commission of 1833, and which the sophistical interrogatories of his colleagues had been unable to shake. He proceeds in his evidence to show the certainty of confusion from separating the Civil branch of the Ordnance from the Military; he condemns the idea of an Army Board as unwieldy and inefficient; denies the mischievous insinuation that the Artillery are used unfairly in not sharing the staff appointments of the Army; explains how many situations of emolument they have; and proves that slow promotion is their real and only grievance—a grievance he had himself, he says, strongly urged upon the Government, but invariably without success, on account of the expense. The fallacy set up in the Project of Report, that the Treasury have not control over the whole expenditure of the Ordnance, he completely refutes, by explaining that by far the chief part of that expenditure is not contingent or matter of reference, but is under established regulation, and that for any variation of outlay or proposed military works, the previous sanction of the Treasury is asked before any fresh work can be begun.

As to medical reduction, Sir James gives good reasons against it, and we must here observe that it is strange to find the same persons, who affect such anxiety for plenty of waggons to convey the sick and wounded, proposing to reduce that medical staff, without the able and prompt assistance of which the waggons would be of but little use in any case. Perhaps there is no one point in which indeed our armies have such advantage as in the medical department.

Sir James neither admits that advantage could result from separating the Naval from the Military Ordnance, nor that clashing or disputes between them have been avoided from a good understanding merely casual, but from the consciousness existing among all practical men of business, that no public duty of any kind can be properly carried on unless there is a good understanding between the heads of departments.

The Duke of Richmond, who was next examined, informed the Commission that he had been at the head of the Commission of 1833, and had drawn up the Project of a Report, sent it to Sir R. Dundas, then to Lord J. Russell, and lastly to Mr. Ellice, *who was to forward it to Sir James Kempt.* Oh, Mr. Ellice, Mr. Ellice!

The Duke explains that his original Project was to consolidate all the Military Departments, and place them under an Army Board, consisting of a Chief Commissioner (a civilian), three civilian members, and one military, who should have under his orders the Artillery and Engineers, as well as the whole of the Army. Afterwards he says, to smooth down objections, he determined on giving the Ordnance a Colonel-General (a concession merely nominal, because there was still a majority of political civilian members to outvote them whenever they pleased). His Grace being asked—Are not the proceedings of the Board of Ordnance submitted to the Master-General? answers, I cannot see why there should be. I cannot conceive why he should be a better judge of civil matters than any other member of the Board. Does his Grace really think a country gentleman as good a judge of the form of a tent, the construction of a gun-carriage, or the erection of a barrack, as an

experienced general-officer? Yet he has been a soldier, and from his frequent animadversions on the want of waggons in the Ordnance Stores for foreign service, would lead one to infer that he was not entirely ignorant of some details of the Service.

Mr. Archer, the Head of the Commissariat Department of the Treasury, was next examined upon the business of Commissaries, which he stated to be, not only providing fuel, forage, rations, &c., for troops at the colonies, but also acting as Government bankers and paymasters for other departments, Navy, Ordnance, Customs, Post-Office, Pensions, Building Contracts, an arrangement replete with convenience and economy; the whole being under the vigilant control of the Treasury, who, in matters relating to the health and advantage of the troops, consult with the military authorities at the Horse-Guards.

One fact is stated by Mr. Archer which deserves the serious consideration of Government, namely, "that in the event of an army as small even as the Portuguese expedition in 1826 taking the field, it would *not be possible* to collect a sufficient commissariat staff for its service from the whole department now in existence."

A paper was now laid before the Board from Lieut.-Colonel Fanshawe, who had, before the Commission of 1833, recommended the abolition of the Dublin Respective Officers' Board, and now explains in this document that he by no means thought that Board superfluous, but only that it would answer equally well if reduced to the same number and constitution as the Respective Officers in the colonies; whereas at present there is a Clerk of Survey added to the usual numbers, on account of the peculiar exigencies of the Service in Ireland.

Sir H. Hardinge.—It does not appear that the former Commission had any fancy for examining Sir Henry, though he was known to have served long in the Ordnance. He is, however, summoned before the present Commission, and throws fresh light upon the proposition of separating the Civil and Military Branches of the Ordnance, by observing that among what are called civil duties of the Ordnance are the laboratory, gun-carriage factory, foundry, and field-train. We beg the reader to recollect that these are some of the matters of which the Duke of Richmond could not conceive a military Master-General to be a better judge than any civilian of his Board.

Sir Henry also proves that the proposed Army Board would in no way resemble the Admiralty, because in that department, though a civilian is at the head, yet the civil service is made subordinate to the professional. "By separating the civil and military duties," says Sir H., "there would be no unity of action in great emergencies; important military duties would devolve on civilians; and this transfer of the Army from a military to a civil chief could not be effected without prejudice to the public service."

Being asked the question whether the Army is not now under the divided civil and military authority of the Secretary-at-War and Commander-in-Chief, Sir H. in a full and clear manner shows that this division is only in form, and that the military administration is, in truth, in the hands of the Secretary-of-State for Home and Colonies—no material appointment or arrangement at home being made without the approval of the former, and no troops being employed abroad except under the direct instructions of the latter; these two great officers of state thus moving and controlling the machine, without being troubled either with its



financial details, which are regulated by the Secretary-at-War, or the details of discipline and promotion, which are entrusted to the Commander-in-Chief. Which separation of finance from discipline has brought the expenditure of the Army under the House of Commons, and has kept the discipline and management of the Army in the King's hands and out of the House of Commons—"and this," he adds, "is, in my view, as it ought to be. Occasional differences of opinion between the Secretary-at-War and Commander-in-Chief are no imperfection: they lead to close investigation—one argues for economy, the other for the efficiency of the Army; the right decision will prevail; and, on a reference, the Government can decide."

Being asked why, if the Secretary-of-State can, by his authority, prevent the Secretary-at-War and Commander-in-Chief from clashing, a civil chief could not do the same as regards the separation in the Ordnance, Sir H. admirably states the difference between the mixed service of the Ordnance and the total distinctness of finance and discipline in the Army, which has been so often adverted to that we do not again dwell upon the detail.

"The Army," he goes on to say, "is a great mass of small details, in which a fraction a-day upon 100,000 men amounts to so large a sum, that a consolidation which should put too much under one man for his actual superintendence, would be by no means economy." He maintains that the present responsibility of the Secretary-of-State and Secretary-at-War is an ample control over the Commander-in-Chief, who can, in fact, do nothing unless secure of their concurrence and support in the House of Commons, and that any interference with this executive power would be an encroachment on the King's prerogative. He observes upon the necessity of keeping the military executive independent of the politics of the day; and reminds the Commissioners that both Lords Liverpool and Castlereagh considered that principle of such constitutional importance that, although in the full possession of power, they prohibited Sir H. Taylor or Sir H. Torrens being in Parliament, when serving on the general Staff, and when their presence in the House of Commons might often have been a vast convenience to the ministry.

Sir H., in concluding his evidence, takes occasion to compare the want of judgment of the Treasury in not having selected and promoted those Commissaries who had acquired practical knowledge on service with the wiser foresight of the Ordnance, which, after the termination of the war, had employed in the best civil offices those Commissaries of stores and field-train who had shown most zeal and talent on service.

Sir H. Vivian, the present Master-General, is next examined, and puts his objections to the division of civil and military duty of the Ordnance in a yet stronger light than any of the former evidence. He tells the Board that three-fourths of the Engineers are actually discharging mixed duties at this moment; that the barrack expenses, before that department was put under their superintendence, were at the rate of 5*l.* 5*s.* 11*d.* for every soldier in England: which sum the Engineers, notwithstanding considerable improvements of the buildings, had brought down to 3*l.* 9*s.* 4*d.*; while in Ireland they had lessened the expense from 4*l.* 1*l.* *s.* to 2*l.* 10*s.* 9*d.*; that, before reducing the number of that admirable corps, it should be recollected that in the Spanish war alone twenty-three officers were killed, besides those who were invalided from wounds or illness; that an establishment of 200 (the present



number) was by no means too great a provision of scientific officers for war, especially when our numerous colonial fortresses are considered. Sir H. Vivian's experience as Commander-in-Chief several years in Ireland enables him to speak confidently of the necessity of the Dublin Board of Respective Officers. He conceives the Duke of Richmond's Project to have had very little foundation; and instances that, owing to the mixture of civil and military service, 2000*l.* worth of public labour had been saved by soldiers' labour at Woolwich alone.

A civilian, he says, *cannot command the Ordnance*, and the Admiralty is not a parallel case, because bringing the Navy Board, which was a civil office, under the Admiralty, was a real consolidation; but the separation of civil and military in the Ordnance would be, in truth, exactly the reverse.

Sir Hussey rejects the insinuation of jealousy of Staff situations on the part of the Artillery, and agrees with Sir J. Kempt that the slow promotion is their real grievance—a grievance, however, which, he observes, by no means cuts off an officer from *distinction*; Sir A. Dickson, for instance, had the opportunity of attaining as much honour and credit as many Division Generals during the time he was but a Captain.

Sir H. Vivian, who appears well acquainted with the tricks of the French system of promotion by chance and favour, under the mask of merit, by no means concurs with the Commissioners in looking on it as a pattern for imitation.

Upon the subject of consolidating the Commissariat with the Ordnance, Sir Hussey reminds the Commissioners—as indeed every military evidence has vainly done before him—that *we must not calculate upon being always at peace*. It will scarcely be believed that he is asked whether on service the senior officer of the Ordnance could not undertake the Commissariat also? To the Commissariat being made a subordinate department (distinct in its service) under the control of the Ordnance, Sir H. Vivian does not see objection on any other grounds than the reasonable fear of overloading the Master-General with more than he can personally superintend.

Sir Hussey urges strong reasons for not separating the Naval Ordnance from the Military, especially on the ground of experiments being so conveniently tried by the latter branch; and he aptly quotes the proposal of some naval officers for cast-iron carriages, which were luckily submitted to previous trial at Woolwich, when it turned out they would be so brittle, that one or two raking shot might disable the whole deck. The accumulation of stores, Sir Hussey says, he has done his utmost to reduce, and bears testimony to his predecessors having been equally desirous of such reductions.

The next evidence is the Duke of Wellington, who, being asked generally his opinion of the evidence before the Commission of 1833, and of the Duke of Richmond's Project of Report upon it, represents, in his usual clear manner, the inconveniencies of uniting, under any one board, the duties of the Ordnance, of the Secretary-at-War, and of the Commissariat, because not only would it become an unwieldy department but the duty would be *dissimilar*, and the subordinate officers who might be perfectly fit for one description of duty would know nothing of the other; ~~as~~ for instance, a trustworthy storekeeper might be incompetent to overlook the purchase of horses' forage.

The Duke dwells strongly on the necessity of a military head over

both civil and military branches of the Ordnance, as regards our numerous fortifications abroad, and especially as to that discretionary outlay on military works, which cannot properly rest anywhere but on a responsible military head.

His Grace explains that whereas the First Lord of the Admiralty is only the chief member of the Board, the Master-General is altogether paramount over the Ordnance Board, who, in fact, are only the proposers of measures for his approval or decision—his subordinate advisers, but not his colleagues.

The Commission, probably bearing in mind Sir J. Barrow's spirited description of the summary manner in which Lord Spencer once sent a Lord of the Admiralty *about his business* for differing from him, try to argue this with the Duke, but do not appear to convince him that he spoke at random in describing the relative position of the First Lord of the Admiralty. The Duke shows to demonstration that to assemble in form of a general board all the great civil departments of the Army would have no other effect than causing the business of each department to be transacted by three or four gentlemen in council, instead of by one—a plan which would cause great loss of time, and from which, as their business must be *dissimilar*, no advantage of a combined deliberation could be expected. "I am now only adverting," says the Duke, "to time of peace—in time of war I consider it absolutely *impracticable*, quite *out of the question*—it *could not be done*. It would be impossible for persons charged with the care of the ordnance and stores in the field, to take charge also of the business performed by the officers of the Commissary-General."

As to each department being kept distinct, as in the Admiralty, though under the general direction of the Board in its united authority, the Duke doubts that the Board could, in that case, give any efficient assistance to its individual members in the performance of those duties, or exercise any efficient control over them, and conceives that the throwing together the well-distinguished duties and business of the Commander-in-Chief, the Secretary-at-War, and the Commissariat, would only embarrass and encumber the administration of each during peace; while, in time of war, the union of some of these departments would, as he before stated, be impossible.

Being next asked why, since the Ordnance regulate the bread and meat contracts for troops in Great Britain, they might not also act as commissaries for troops abroad? the Duke explains that nothing can be more different than a contract for provisions within each of two days' correspondence, and a contract for the same sort of articles in a distant colony—Malta, for instance, where a contract for corn for the garrison from the shores of the Euxine requires of course a far more extensive and complicated arrangement than an agreement with a London tradesman for meat at 6d. a pound, for 5000 or 6000 men, within a compass of 100 miles.

The Duke's explanation of the duty of a Commissary-General on service is most remarkable. He considers that it has been but little understood; that the responsibility was too heavy for any single man, and that he ought only to be responsible for payments made by him to his deputies and assistants in the field, and for their accounting to him for every shilling and every article of stores they receive from him. These subordinates would then be responsible each for his own expen-



diture, and for the truth of his own account rendered to the Commissary-General, instead of the latter being, as in the last war, responsible himself for the whole money. "Sir Robert Kennedy," says the Duke, "was a public accountant for fifty-five millions! How," he adds, "can any one be an accountant for fifty-five millions? Nor was this account settled for near twenty years afterwards."

On the idle question of how disputes between the Secretary-at-War and Commander-in-Chief—being independent of each other—can be avoided or decided? the Duke reminds the Commission that since each serves only during his Majesty's pleasure, there can be no need of an umpire at all, however they may disagree. But for them to disagree to any important extent would be unreasonable, because the Commander-in-Chief must know there is no use in his attempting any expenditure the Secretary-at-War did not approve, because without him no expenditure could pass the House of Commons; and on the other hand, the Secretary-at-War ought, in reason, to abstain from any reductions which could be clearly proved injurious to the efficiency of the service. "There can be," he says, "but general rules for the official arrangements of public service, and the best is the forbearance of the parties."

Here terminates the evidence, and we proceed to the Report.

The Report commences by describing the present system of carrying on the military affairs of the country—showing that the chief authority rests with the Secretaries of State for Home and Colonies, who respectively sanction all military appointments to districts, governments, and high commands; the Colonial Secretary exercising the farther function of fixing the number of troops to be employed. Besides these substantial duties, they exercise a control in signature of commissions, issue of arms, &c.; which, be it observed, though merely formal in quiet times, yet might, on emergencies, prove a very useful check. Subordinate to these two Secretaries-of-State is the Secretary-at-War, who is charged with controlling the finance of the Army, with regulating the military law, with the decision of pecuniary claims and expenditure of all sorts, with the arrangements for the billeting of troops on their march in Great Britain, and all discussions with magistrates and others upon military matters.

The Report next describes the constitution of the Ordnance Department; the authority of the Master-General over the Artillery and Engineers in his military capacity, and his power in his civil capacity, assisted by his Board, over all stores, military buildings, foundries, &c., and also in deciding money claims, and regulating those matters of finance for the Ordnance which the Secretary-at-War regulates in the Army.

The Commissariat is next described as providing, under the immediate direction of the Treasury, all provisions and forage for troops on service abroad, whether in time of peace or war.

The Audit-Office are represented as the servants of the Treasury for examination of military as well as other expenses, especially such as are connected with the Commissariat.

The Chelsea Board is stated to be under instructions and regulations from the Secretary-at-War, but is likewise controlled in some of its acts by the Treasury.

The Report having thus pretty candidly stated the present system, at once declares that it is defective, *because it does not enable any individual department to present in one view to the House of Commons the*



*annual cost of the military establishment.* No specific evil is demonstrated; but the Report condemns a system worked out and brought to great practical perfection, because it does not lay before the country its expenditure in *one single estimate*; an absurdity quite as great, to use a familiar explanation, as if a gentleman should turn away his steward, because he did not keep his stable account, his farm account, and his housekeeping expenses, all in one book, and were to protest that in consequence he never had his affairs fairly placed before him.

The Report goes on to observe, that, from want of concentration, there is a want of *unity of purpose*, and too much *needless formality* in the transaction of business. So, then, the Commissioners have discovered that the military energy of this country in time of war is weak! Did they learn this from any of our Generals who met with obstacles to success in the field from such a cause? Did the Duke of Wellington complain to them of it? Not in his evidence, certainly; for in that, he called their attention to the great advantages of having the Service carried on in those distinct departments, which had, in his opinion, answered so admirably well, and he objected to mixing them, from the conviction he felt that confusion must result in war time from so doing.

To the Duke of Richmond's Project of Report the Commissioners next advert; but observing that, since that time, some of the departments had been consolidated, namely, the Ordnance and Army Pay-Offices, and the Comptroller's amalgamated with the Audit-Office, they do not recommend its adoption. That the Commissioners should reject so crude and ill-conceived a project we are not surprised; but the reason they assign we own we cannot comprehend—"Because it does not make one responsible authority for the whole expenditure." Now, certainly, if we at all comprehended the Duke of Richmond's Project, its chief feature was the creation of a civilian Minister of War, who was to engross the whole military and civil authority, and to be himself the responsible drudge of the House of Commons.

Their own Project, as they go on to unfold it, is, in the first place, to get rid of that arbitration of the Secretaries of State provided for any questions where the Secretary-at-War and Commander-in-Chief should come to a positive issue, by at once transferring the superior power of those Ministers to the Secretary-at-War, and placing him in the Cabinet; or, in other words, completely depriving the Commander-in-Chief of that right of appeal which, though so very seldom exercised, yet serves as a check upon the discussions between him and the Secretary-at-War; and the removal of which would make the Secretary-at-War completely independent of the Commander-in-Chief, though the Commission profess to intend leaving the executive of the Army in his hands, as at present.

They propose also giving the Secretary-at-War direct control over the Ordnance and Commissariat; and to begin with the Ordnance, they recommend, in spite of all the evidence, a separation of the civil and military duties, by disconnecting altogether the Master-General from his Board, leaving him the command of the Artillery and Engineers, and putting the Board under the Secretary-at-War. Wonderful as this may appear, after the mass of testimony by which the intimate and convenient blending of the civil and military duties of the Ordnance have been demonstrated, it is still more wonderful that the Commissioners assign, as their reason for the step, that same *unity of purpose* they put forward as their argument for consolidation.

—————"Philosophers who find  
Some favourite system to their mind,  
In every point to make it fit,  
Will force all nature to submit."

Then the Commissioners have merely listened to the evidence as a matter of ceremony, allowing it no weight whatever in the construction of their Scheme. Nay, in their eagerness for change, they go so far as to pronounce that the civil duty of the Ordnance is *similar* to that of the War-Office, and that by consolidating them, the superior civil officers of Ordnance may soon be got rid of, and their work performed by the Secretary and Deputy Secretary-at-War. What competence those two gentlemen possess for the laboratory and gun-carriage department remains to be proved.

The reasons given for transferring the Commissariat from the Treasury to the War-Office are equally unsatisfactory. They say the *accounts would be improved*. How improved? But even if they were to be some little simplified as regards the official entries, shall this paper improvement be put in comparison with the efficiency of a branch of military service on which the whole safety and force of our troops abroad so mainly depend, and which has been by infinite pains and experience organized to meet difficulties of distance, and of every contingency arising from the enormous extent and variety of our colonial occupation? Pursuing a vain theory, instead of looking to practice, they declare that it is inconsistent with the functions of the Treasury to have the immediate government of the Commissariat. We are aware, they say, "that against the advantages we anticipate must be weighed the adverse opinions of very high authorities; but the more closely we have considered the question, the stronger is our conviction that it would be better to adopt our proposition."

This almost equals the perverse conduct ascribed to the eagle by the showman of a menagerie:—"He don't care for the heat of the sun, but stares at it with his eyes wide open; and the more hotter it burns, why the more higher he flies."

But as it would be impossible, they admit, to do without some kind of public banker and paymaster at each colonial station, these very persons who are so vehement for simple accounts and consolidation, propose to put the Commissary under the Secretary-at-War for all matters of stores and contracts, but to leave him under the Treasury for financial dealings; and in direct contradiction to the evidence, they recommend uniting the functions of Storekeeper with that of Commissary at each colonial station.

It has been pretty generally acknowledged that the Duke of Wellington was not only the best *General*, but also the best *Commissary-General* in Europe, having, in fact, created in the field, and from the most crude and various materials, a Commissariat so admirable as almost to set at defiance the accidents of war, and the influences of fatigue and disease upon the soldier. He pronounced it impracticable in war to withdraw the control of the military chest from the Commissary-General; and to show the magnitude of the money transactions of a Commissariat on service, he mentioned the vast sum for which the Commissary-General had accounted at the end of the war (50,000,000*l.*)! At the same time he objected to the enormous responsibility of that officer, and pointed out the remedy for it, by making each subordinate responsible for himself, instead of one chief for all under him. It is, then, with



astonishment that we now find the Commissioners so misrepresenting the Duke's statement as to say that he had argued the impracticability of the new Scheme from that very evil which he had complained of, as the fault of a system which in other respects had worked so well.

The Commissioners, setting the whole of the Duke's opinions and experience at naught, and without reflecting on their own manifest incompetence for judging of the machinery of an army on service, propose that, besides the Commissariat, there should be attached to an army in the field an officer of the Treasury, with a proper establishment of clerks and deputies, for the special custody of the military chest, and for transacting all pecuniary affairs. "Such a mode of payment would, they say, prevent abuses, which, though they have no reason for thinking they existed during the Peninsular War, yet were by no means unknown in former times."

\* Thus while they admit that the former abuses were overcome and corrected by the Duke's excellent system, they seek a remedy for an evil which no longer can exist!

The Report concludes with the striking inconsistency of recommending that the question of separation of Naval and Military Ordnance shall be settled between the Admiralty and Secretary-at-War, as soon as the latter shall have taken charge of the Ordnance; "for we think," say they, "that if there is a good understanding between them, there can be no difficulty in coming to such an arrangement as will best suit their mutual convenience;" thus reverting to the very same sentiments expressed by the Duke of Wellington, Sir James Kempt, and Sir H. Hardinge, as to the folly of supposing that any forms of check can supply the want of that good understanding which is necessary for the effective co-operation of all public departments.

Such are the results of the Consolidation Commission of 1836—results certainly less alarming than the Project of the Duke of Richmond, but still full of mischief and injury to the Service, and calculated only to give undue political power and patronage to the Government. If the Report is adopted, the House of Lords, who alone could modify or improve it, are precluded from interference in a scheme brought forward as this has been, under the pretence of a mere remodelling of financial departments. The immediate consequences will be, a Transfer of the Barrack department from the control of the Engineer to that of the War-Office; the "Respective Officers' Boards" done away with in the colonies (by which, by the bye, a vast field for jobbing-contracts will be opened); the corps of Engineers reduced; a new corps of military accountants created for armies on service, in addition to the Commissariat; the Ordnance department broken up, and rendered inefficient for war; and the Commander-in-Chief placed, without appeal, under a Secretary-at-War with a seat in the Cabinet, and uniting in his person the present attributes of the Home and Colonial Secretaries as to all military affairs; in short, a *War Minister in the hands of the House of Commons*. To the authors of these rash and violent measures we can only say, in the impressive language of Burke:—"Men little think how immorally they act in rashly meddling with what they do not understand. Their delusive good intention is no sort of excuse for their presumption. They who truly mean well must be fearful of acting ill."

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NOTES ON THE LATE CATASTROPHE AT ERNANI, WITH REFLECTIONS  
ON THE WAR IN SPAIN.

BY AN ENGINEER OFFICER, AN EYE-WITNESS OF THE CAMPAIGN.

[A MILITARY Plan, illustrative of this paper, but too detailed for our limits, by the author of these remarks, is published simultaneously with our present Number. We preserve the references for the guidance of those who may choose to consult this map.—Ed.]

The force which took the field on the 10th of March, after deducting a battalion left at Passages, and the troops in garrison in the different forts and batteries of the lines, amounted in round numbers to 14,000 effective rank and file; being eight battalions of the Legion, one Royal Marines, and thirteen Spanish battalions of unequal force, making twenty-two in all.

Three troops of lancers and sixteen pieces of field-artillery, fully manned and equipped, protected the movements of this corps, and gave it a superiority over the enemy which appeared to leave no doubt of success.

The latter had been induced, by the universal reports which were in circulation, to believe that Fontarabia and Irun were the points to be attacked, and had in consequence withdrawn the principal part of their force from Astigarraga and Ernani, and concentrated it in the direction of Oyarzun. But it must appear to every person acquainted with the subject, and who consults the face of the country, that a flank movement in the face of an active and unsubdued enemy is at all times a hazardous operation; and in order to reduce Fontarabia and Irun, it would be necessary to have a covering force, in a position to hold the enemy in check, in whatever direction and in whatever force he might attack, and at the same time to keep up the communication with Renteria and Passages, whilst a separate corps should be at liberty to attack the places in question. But 14,000 men are barely sufficient for the occupation of a position of about a mile in extent,\* when we consider the necessity of protecting the flanks and rear from the incursions of the enemy, in an intersected and woody country. These considerations probably weighed with the General in deciding on the movement of the 10th of March, which would no doubt have succeeded if it had been boldly carried into execution.

The rocky mountains of San Marco are the true strategic point to hold, in order to intercept the high road of Tolosa, and prevent the enemy from annoying the flank of a position resting its right on Astigarraga, and communicating by its left and rear with Alza or St. Sebastian. But being once in possession of this mountain, it is not at all requisite to keep a large force there, as one battalion would be sufficient to hold it, if once well housed and secure in the redoubts on the summit. Three battalions in reserve, at or near where the fifth division was in action on the 10th, would completely secure the position on this side, and ten or twelve battalions are sufficient to occupy the position (marked

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\* It is understood that every position must be occupied in two lines, the reserve being equal to the front.

in vermillion on the plan) as far as Astigarraga. This leaves six battalions disposable for other purposes, forming an excellent reserve in case of attack. Astigarraga and the village at the bridge must at the same time be strongly entrenched, and held as posts supporting and supported by the position\* in question.

It is, nevertheless, an objectionable one, inasmuch as it is intersected by deep valleys, which render the communications difficult and tardy. But it might easily have been taken up and defended against any force, if the principal point, the mountain of St. Marco, had been vigorously attacked and turned on the right and left by several columns early in the morning.

To have occupied the position, without taking St. Marco, with a brigade or division detached at the point where the fifth division was in action, might also have been possible, with good troops,† but it probably appeared hazardous, and was in consequence abandoned. Why the mountain was not carried by three or four different columns in as many directions at the same moment, and the enemy (only 6000 men) crushed at once, we are unable to assert, and we do not pretend to hazard an opinion on the subject; nor is it our intention, far less our wish, to make the slightest remark which might appear irrelevant to the subject, or cast any imputation whatever. Had the troops been ordered to take it, and disposed in several columns for the purpose, it is our belief that they would have carried it, even later in the day. As it was, the operation remained incomplete, and the only advantage gained was the occupation of Ametza, which did not cost us a single man. The loss during the day in skirmishing with the enemy amounted to 700 killed and wounded, and in the evening the left was withdrawn, and the position confined to Garbera and Ametza.

Thus ended this long-expected and much-talked-of *sortie*; and the weather set in rainy and cold on the 11th. The position of Ametza was fortified and armed, and the enemy's redoubts completed in the rear, and turned against themselves.

On the morning of the 12th, three battalions were passed over in boats to the village of Loyola, opposite Ametza, and a pontoon bridge, sufficient for infantry, was established before night; but half the pon-

\* We intend, of course, that in the event of occupying this position in the manner described, it is to resist a very superior force. With the force the enemy had there could be no room for apprehension.

† The Spanish troops are at best but half-disciplined when compared with those of other European states, but are nevertheless as good as their opponents the Carlists; and if more care were taken in the selection of officers, they would soon be fit for any service. The men are individually unexceptionable; their virtues are their own; their vices those of the system alone. Hardy, patient of fatigue and privations, and constitutionally spare and sober, they might rival any army in the world, if well officered. To remedy this defect time is required, as education is the chief thing wanting, and can only be diffused by the cares of a good and well-ordered government, if such is ever destined to rule over this ill-fated country.

The Legion were also not too well disciplined; but as a reserve they have never been found deficient, and have always shown themselves "game" until the catastrophe of the 16th, and then only two regiments were remarkable for any thing but steadiness, and these caught the panic from the Spaniards next to them, and would only have been sacrificed if they remained where they were, not having in their power to form in a compact body, such as column or square.



toon equipage being at Passages,\* the communication was rather precarious, as the river is eighty yards wide, and very rapid, and was much swollen with the rain. However, it answered the purpose; and the troops took up a position in the houses on the ridge above Loyola. The village was also occupied and fortified as a *tête-de-pont*.

In the evening of the 14th, the position was extended as far as the cross-ridge (D D), which runs parallel to the position of Oriamendi, at about 600 yards from it. It was not occupied in any extent to the right, and the enemy still held their advance on the high road.

On the 15th, news having been received of General Sarsfield's movement, it was determined to attack the enemy in his position of Oriamendi immediately; and by one o'clock in the afternoon the troops were all concentrated in the position, or cross-ridge alluded to (marked D D on the plan). The whole of the artillery on the high road (excepting the rocket detachment and four mountain howitzers with General Chichester's brigade); the Royal Marines and fifth division ready to advance on the right; the Chapelgorries and 6th and 7th Regiments (of the Legion) detached, at a large house in the centre; and the remainder, amounting to six battalions of English and five and a half of Spanish troops, in the position taken up the evening before, to turn the right of the enemy "*en masse*," and force him to abandon his position covering Ernani.

This movement† succeeded completely; and at sunset the whole position was in the power of General Evans, who thus saw himself in a condition to defy any force which could be brought against him, or to advance at pleasure, and act according to circumstances. The fifth division bivouacked on the plateau on the right, and the remainder on the left of the Venta hill, in the positions occupied by the enemy in the morning.

On the 16th, at daylight, the sun rose in unclouded splendour, and everything seemed to augur success. The troops, which had been for six days struggling through rain and mud, under every privation and discomfort, had at last achieved a most important and decisive victory, and were concentrated in a position from which they might defy the whole power of the Carlists to dislodge them. The right was formed

\* Whither they had been sent to deceive the enemy into a belief that the harbour was to be crossed in order to move on Fontarabia. So suddenly was it considered necessary to make the move on Loyola, or so secretly, that the pontoons were ordered to be carried before daylight on men's shoulders from St. Sebastian to the bridge of San Francisco, where they were to be launched and floated up with the tide; but the night was so dark and rainy that it was impossible for the men to move with these heavy and unwieldy burthens before daylight, and then the tide had turned. The Spanish sailors volunteered to carry them from St. Sebastian, a mile and a half across the neck of land on which fort Rodil is situated, and launched them at the broken bridge of Loyola. However, the enemy never took the least notice, and seemed more afraid of us than we were of him; and the movement might much more easily have been made from Puyo.

† The attack of the 15th was planned on correct principles, and consequently succeeded. The Venta hill was impregnable in front by the high road. The right was therefore kept back "in echelon," merely to oblige the enemy to keep a sufficient force in that direction. The left was the moveable wing, and was swung forward "*en masse*," converging on the right as a pivot. Had the same principles been acted on yesterday the disasters would have been avoided; but the gods had doomed it otherwise!



in contiguous close columns of battalions on the commanding plateau which overlooks Ernani, and the deep woody valleys which intervene between it and Santa Barbara. The road from St. Sebastian, lined on both sides with houses and gardens, offered a secure and short communication and shelter for the troops, and was secured from attack on either side by deep ravines and valleys. The conical hill of Oriamendi, crowned by its redoubt, was an impregnable citadel which covered this communication, and might serve as the pivot of future operations. To the left, the position extended about a mile in a continuous ridge of high ground, strengthened by two strong mounds, and the left terminated in a large farm, strongly situated,\* and capable of forming a citadel, if speedily entrenched.

A heavy train of artillery, with a battery of 24 and 12-pounder howitzers, capable of moving in any ground, gave confidence to the soldiers, and made every one elate with anxious desire to meet the enemy.

It only remained to choose between two measures—"Either to await further news from Espartero and Sarsfield, previously to risking an encounter with the whole Carlist force, and in the present position to refresh the troops, and improve every moment to fortify the approaches to it; or without loss of time to seize Ernani and Santa Barbara, in order to prevent any approach from Tolosa." The latter plan was a hazardous one, and the troops too tired and too few in the event of Espartero and Sarsfield not co-operating. But if it had been adopted wholly and without delay, there was little doubt of its success, and in the course of an hour the heights of Santa Barbara might have been in our possession.

But a middle course seems to have been pursued. Jauregui extended away towards Santa Barbara with his division, and lost time in an unmeaning skirmish with the scattered parties of Guerillas who continued to amuse him in front. No position at all was taken, but the main body was dislocated and disabled from acting in concert, in the event of accident or reverse. Besides this, the division of Vanguardia was extended along a ridge of low hills running away to the left, towards the bridge of Astigarraga, which was neglected to be occupied or destroyed. The Legion was divided: and, in a word, the whole force, which after the fighting and fatigues of the preceding days could not exceed 10,000 men (if we deduct the battalion and a half in rear, and the half battalion at Ametza), was made to cover as much ground as it would have taken 30,000 to defend. Added to which, the troops were fasting for thirty-six hours, and had no time allowed them to cook or refresh themselves.\*

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\* With respect to the supplies of rations, they were not wanting; but from the usual ill luck, or whatever we may call it, no time was given the men to cook them, or to refresh themselves. The ground was so completely saturated with incessant torrents of rain, that it is only extraordinary how the men surmounted the difficulties of the preceding day's attack, for the valleys are deep, and the sides very steep and woody, and men and horses sank up to their knees at every step. They never ceased fighting till dark, and commenced again at daylight, it having frozen hard at night. This is one of seven such days in succession, and was enough to knock up many troops. The Spaniards, if allowed, will always take care of themselves, and cannot miss their "rancho" (mess). The Legion were more used to privations, and provided

If we reflect for a moment we must acknowledge that, under these circumstances, it would have been preferable not to move till one o'clock.

In this ill-starred moment,\* up comes Villareal† with his reserves. He sees at a glance the weak point, and like the gathering thunder-clouds in a summer's day, dusky masses of troops are observed accumulating behind Ernani, whilst three or four battalions are seen striding in breathless haste over the long, low, wooden bridge which crosses the meadows and the Urumea, from Ernani towards the hill of Santiago; and in less time than one could follow them with the eye, they are threatening our left flank, from behind the Urumea, and ready to rush over the bridge of Astigarraga, from which, as well as the adjoining houses and garden walls, an incessant rattle of musketry proclaimed that a crisis was at hand.

At this moment General Evans arrived on the spot, and ordered the first regiment of the Legion down into the defile which leads to the bridge in question. A company was ordered to occupy a small house at the opening of it, not more than 200 yards from the bridge, and the captain and four or five men made a rush and got in. The remainder of the company were driven back by the pelting fire of musketry which the enemy opened upon them, and sought shelter behind the trees and hedges, and a thin and ineffectual fire was commenced. Two more companies were then extended on the hill behind the house and a reinforcement sent into it.

Not a moment was to be lost, for it was evident that the storm was about to burst, and equally evident was the helpless condition of the left wing.‡

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they had bread and brandy, were silent; but the system of "regular feeding" is equally indispensable in soldiers as in cattle, if we wish them to work.

These remarks are not intended as casting any blame on the chief; and the system had so long gone unnoticed that it was never thought worthy of remark. The greatest difficulty was experienced by officers who wished to introduce a system of messing among their men, as the latter, if permitted, prefer laying out their daily pittance in their own way; but it is contrary to the health and discipline of the troops.

\* It was now verging on mid-day.

† I<sup>n</sup> the official accounts Don Sebastian is represented as the Commander-in-Chief, but Villareal was his adviser. The reserves which came up in the afternoon are said to have been under the orders of Villareal, but we believe he was present in person from the commencement of the attack.

‡ Notwithstanding the awkward position of this wing it might have done very well if the Spaniards could have imitated the "Twenty-eighth" in Egypt, and any one had been there to order the "rear rank right-about face;" for had they stood firm the enemy's three battalions who passed the bridge and entered the defile would, to a certainty, have been all cut off, as preparations were making to send some battalions from the height for that purpose, but the untimely haste of the two Spanish battalions on the left threw everything into disorder. The Spaniards are so accustomed to retire when the enemy advances that it must be expected as a thing of course; but they as universally rally immediately, and do not apprehend that any evil can accrue from it. The only precaution to be taken is, to have a battalion in reserve, in close column, ready to drive the enemy back in their turn. The "Segundo Ligeros" ran back like a flock of sheep on the right, but the "Sixth Scotch" let them through (at the risk of being drodden to death), and drove the Carlists a mile and a half!—nearly back to Santa Barbara. In the same manner, on the 10th, our official hill was taken and re-taken three times! and at last remained in our possession.

The Carlists never allow themselves to be surrounded, or close their works in the



Before any measures could be taken to throw back the whole of the six battalions which were thus exposed, (for no reserves were to be got unless the centre was wholly abandoned) the enemy had made an attack on the right, (where the fifth division, as already stated, was extended in all directions,) and at the same time threw out a swarm of skirmishers by the high road along the front, who began ascending the hill in their usual wild and impetuous manner, whilst at the same time they seemed actuated by a common instinct to move in concert.

The Spanish battalion of marine, the "Segundo Ligeros" on the right, and the battalions of Castille and Infante on the left, gave way in the most dastardly manner, and at the same moment the enemy having commenced a similar attack on the left, from the bridge, the 1st Regiment saw themselves surrounded and abandoned in their exposed situation, and in danger of being cut to pieces without the power of resistance. They gave way in confusion, and the 4th and 8th caught the panic, and all together commenced running for shelter and protection to the high ground occupied by the 9th and 10th Regiments. Thither the Rifles also retreated, but in order and skirmishing, and immediately formed and kept the enemy in check. The large house (K) on the left was occupied, and this was the real position to which the defence should have been confined; but the whole of the left wing was already routed, and beyond the power of human ingenuity or persuasion to save. Prayers, threats, and entreaties were exhausted in vain, and the throng continued to flow in a mixed and motley stream to the Venta on the high road. The 7th were rallied on the hill, and the 8th and Spaniards were subsequently formed up again near the high road.

The enemy seemed not at all disposed to push the affair any further, for the attack on the right had been repulsed by the behaviour of the troops there.\* The 6th Regiment of the Legion particularly distinguished themselves, and it is superfluous to say anything more of the coolness displayed by the battalion of Royal Marines, who behaved as disciplined soldiers ought to do, and the Artillery maintained the position to the last.

General Fitzgerald sent to say, "that he could hold his ground for a year if he had ammunition and rations sent up," and the fort on the summit was impregnable. With resolution all might have been repaired, but at the same time news arrived of Sarsfield having retired to Pampluna, and as fresh reserves were seen behind Santa Barbara,† so many considerations combined to induce the General not to hazard the remainder of his worn-out troops in new engagements with an enemy

rear. They must consequently always be attacked in flank, and victory is certain. Their attack as skirmishers is like that of the Turks; but like the waves of the ocean, they split into froth if they meet any rock to oppose them.

As far as the military position of the two armies was concerned on the 16th, the corps of General Evans, after falling back, and previously to abandoning the Venta Hill, was precisely in that which it ought never to have left, and from which no force in the world could have driven it, had not its energies been expended previously; and as has been already said, in the state of affairs, and with the prospect of fresh forces coming up, it was perhaps the wisest alternative to retire.

\* The right was never in danger, and was, in fact, in an impregnable position, if confined to the Plateau on the right of the high road.

† The enemy had in the afternoon at least twenty-two battalions, amounting to seventeen or eighteen thousand men in all.



who had nothing to lose by defeat, and who might renew his attacks at pleasure, that it was thought advisable to retire within the fortified lines of St. Sebastian.

\* This was accordingly done, in good order, and the enemy did not venture to pursue us.

Thus was the cup dashed in an instant from our lips, and it is needless to make any reflections on the subject. Sufficiently bitter must have been the disappointment with which the General re-entered the gates of St. Sebastian, after having stood victorious in the morning on the heights of Oriamendi; and we must seek, in causes far remote from this day's accidents, for the origin of all the delays and disappointments which procrastinate this cruel and bloody civil war—a war which will never terminate, and is *interminable until a different system* is adopted and followed up.

Setting aside the moral and political degeneracy of the country, which is admitted by even the natives themselves, we shall confine ourselves entirely to the military question, as to the probability of Spain, unassisted by France or England, being able to put down the insurrection in the Basque provinces and the kingdom of Navarre—an insurrection which, hitherto, has appeared to prosper in direct proportion to the efforts which have been made to quell it, and which grows stronger in spite of the difficulties which are opposed to it.

Without entering into the early history of the war, which has already been amply detailed by a more able hand,\* we will merely investigate the present position of the two contending armies with regard to each other, and as far as possible endeavour to discover their disposable force.

The distance, in a straight line, from St. Sebastian to Bilbao is about sixteen Spanish leagues,† or forty-five English miles; and from Bilbao to Vittoria is only twelve leagues, or thirty-four miles. From St. Sebastian to Pampeluna is the same distance as to Bilbao, and from Pampeluna to Vittoria is twenty-one leagues; but the direct communications between all these three latter places being totally interrupted, they can never enter into any combination together, at least as far as regards offensive operations.

At Bilbao we have Espartero with five-and-twenty thousand men, and General Evans occupies the lines of St. Sebastian and Passages with fourteen thousand, whilst Sarsfield is at Pampeluna with about the same force. The total of these three corps amounts but to fifty-three thousand, and the enemy occupies the country which lies between all three of them, with a moveable force of thirty-five thousand men, having the advantage of direct communications, and being natives of the soil, and fighting on their own ground.

He is consequently superior to every one of the corps opposed to him individually, and whilst General Evans can only communicate with Espartero by a stormy and tempestuous sea, which often renders it impracticable for days together, and with Sarsfield, by going to France,

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\* *Essai historique sur les provinces Basques et sur la guerre dont elles sont le théâtre.*

† 26½ to a degree of the equator. The reader is referred to a map of the Basque provinces by Dufour. It is to be had at Paris for five francs, and no doubt also in London. It is a very good one, and quite sufficient for any purpose.

and then crossing the Pyrenees choked with snow, the enemy can move from one extremity of the coast to the other in eight hours, and the head-quarters being in the centre, can withdraw troops from one point in the evening and concentrate them at the other before morning; for they are unencumbered with baggage or artillery. Each man carries his musket and ammunition, and every peasant and baggage animal in the country is at their disposal to supply them from the nearest depôt.

On the impracticability of forming a junction of these three corps in the heart of the enemy's country, we presume it is superfluous to dilate, for the moment Sarsfield endeavours to pass the defiles of Le-cumberri he is overwhelmed by superior forces, or, at all events, opposed by numbers sufficient to impede his advance in such a difficult country. Evans no sooner advances to Ernani than he has the whole hostile body swarming around him; and even if he succeeded in occupying the town and the heights of Santa Barbara, he would be cut off from St. Sebastian unless he could also hold the position of Oriamendi, for which he has not sufficient troops at one and the same time.

The slightest check experienced by either of these two corps sets the enemy's whole force at liberty to fall on Espartero, and if he had the genius of a Napoleon, and were placed in the false position he is in, he might struggle in vain to extricate himself from the net in which he becomes entangled if he ventures to leave a defile unoccupied in his rear. It is notorious that if Villareal had turned back with his whole force the moment he saw General Evans safe into St. Sebastian, and even as late as the 19th, had attacked Espartero at Durango in front, flank, and rear, as he might have done, the defiles of Galdacano being in his power, not a man could have escaped to Bilbao.

It must be clear, then, to every one who will be at the pains to consider the subject coolly and dispassionately, that one of three things must be done. Either Espartero must unite with Evans by sea, at St. Sebastian, leaving a garrison of five thousand men at Bilbao, in order to march immediately on Tolosa; or Evans must unite with Espartero at Bilbao, leaving garrisons in St. Sebastian and Passages; or, thirdly, the two must move by circuitous routes and join Sarsfield at Pampeluna.

The first of these plans involves many objections, and offers no advantages which may not be gained by adopting the second. The second presents the only prospect of a speedy and successful termination of the war in Biscay and Guipuscoa, as we shall presently explain. The third is impracticable, or at least involves innumerable difficulties and objections, and is more proper to be reserved as an operation subsequent to the occupation of Tolosa, as we shall endeavour to show.

By uniting a considerable force at Bilbao the greatest number of troops become disposable for the field, as St. Sebastian, including the forts at Puyo and the wind-mill, with the redoubt of Lugaritz, may be safely entrusted to the care of a thousand good troops.

Passages may be held in security by a small force of about six or seven hundred men, with a company of the Royal Marines in each of the forts above, in the event of it remaining a naval station, as it is nearly impregnable from its situation, and may be made in three days capable of resisting any attack.

Either Alza and the lines must be abandoned, and the communication confined to the sea alone, or it will be necessary to leave a force of



an extra thousand men to keep the enemy at a distance; so that in the former case two thousand men would suffice, and in the latter, at least three thousand, if not three thousand five hundred, would be required. With the latter force, however, the whole position ought to hold against any attack. So that eleven or twelve thousand men at least are set at liberty to increase Espartero's force, who, by themselves, can never advance as far as Ernani; and we have by this means alone a corps superior to the enemy. But by withdrawing the superfluous number of troops from Pampeluna and other points, and making them for the moment remain on the defensive, it will be possible to accumulate at least fifty thousand men, of the best troops, at Bilbao, every other point remaining guarded by a sufficient force, as at present.

By opening the campaign with such an army it is a matter of course that Durango is immediately re-occupied, and the communication opened to Vittoria; the necessary points being instantly fortified, and provided with sufficient garrisons to protect them in the event of being attacked by straggling bands of insurgents.

The flanks become in this manner secured, and we have a fair base of operations with Bilbao and Vittoria, on either hand, as depôts. All the small places, such as Bermeo, Lequeitio, Plencia, &c., must be immediately forced to submit, and the principal inhabitants and alcaldes, &c., made responsible for the future good conduct and submission of the people; and there is no doubt that the moment they are protected by the Government, and freed from the yoke which now weighs upon them, the peasantry will be glad to return to their homes and resume their usual occupations.

Biscay being thus submitted, the reader has only to cast his eye over the map and trace out for himself the progress of the operations to the occupation of Tolosa and Ernani, and then St. Sebastian becomes again the pivot of a new base of operations against Navarre. The enemy will no sooner find the effects of a rational plan of proceeding than he will be obliged to abandon his ground; his magazines and the quantity of immovable artillery are lost, and he can only leave the provinces and carry his regular forces into Navarre.

The principal points in Guipuscoa, such as Tolosa, Ernani, Bergara, Villafranca, Irun, &c., must be all occupied, and such of the peasantry as do not choose to submit will have the only alternative of following Don Carlos to Navarre, or flying to the mountains. At all events the real war is at an end in the provinces, and a similar plan must be pursued with respect to Navarre. The more progress the army makes, the fewer will be the number of garrisons necessary to be occupied out of the theatre of war, and the troops now employed in blockading an enormous circumference, which the enemy can at any time break through, will more than suffice for the occupation of the provinces. The movable force may in this manner be kept up to at least fifty thousand men, with a powerful artillery and cavalry, in countries where these arms can act.

So much will have been done, but much will still remain to do, and it is in vain to attempt anything unless all parties are agreed to leave the whole and sole direction to one head and chief. Every order which emanates from him must be implicitly obeyed, and the slightest sign of refractoriness in any subordinate chief or brigadier must be punished with immediate destitution. In no other manner can we pos-



sibly hope for success. The same immutable principles have always led to the same results, in war as well as in everything else, and the slightest deviation from them is sure to lead to misfortunes and reverse.

- Whether a man of talent, capable of appreciating the truth, and possessed of constancy enough to adhere to it when found, is to be met with in Spain, is a question which remains to be decided. Hitherto we have seen nothing but the grossest incapacity or the most presumptuous ignorance, in concert with jealousy and petty intrigue, directing the operations of the war. The result has been but too apparent; and let us hope that the eyes of the nation may be now opened, and that one upright man may be found, to whom must be intrusted the sole command, and to whom every one must submit. The system of boasting and puffing in lying bulletins must be given up, and real merit allowed to come forward. Then we shall find officers who will think it worth their while to learn their duty, and soldiers meet the reward of their valour. Commanders must no longer be held up as patterns of excellence, and recommended for the highest rewards which the Government can bestow on them, whose troops have shamefully disgraced themselves by insubordination or cowardice, merely because they happen to possess interest in certain quarters.

The soldiers in general are patient, and endure privation and hardships with the most exemplary fortitude, and are individually brave, but want officers of knowledge and education suited to their stations to command them.

It would be superfluous to discuss any further the merits of one particular plan of operations in preference to all others; but we believe it will appear at once that the line we have traced out will involve the fewest objections; for in the hypothesis of commencing from St. Sebastian, there is not only the difficulty of transporting so many troops by sea, but a much larger force would be necessary in Biscay; and in place of sweeping the enemy gradually before it, and leaving its flanks and rear securely guarded and subdued, the army would find itself in a labyrinth of difficulties, and have to provide for its safety not only on both flanks, but also in front and rear, and the line of communication to Vittoria would be altogether lost. The insurrection would continue, as at present, to rage around, and the army would not be able to provide for so many points of defence. In short, the very error which is sought to be avoided would only be increased, and the enemy would continue to evade pursuit, and to be strong in proportion to the weakness of its adversaries.

With regard to the British Auxiliary Force now at St. Sebastian, its period of service is about to expire; and in justice we cannot refrain from hazarding a few remarks which may tend to remove the false impressions and wilful mis-statements which are industriously propagated by party spirit or perpetuated by the ignorance of the multitude, who, mistaking the effect for the cause, universally attribute the evil to a wrong source. If it has failed of the object for which it was raised, or at least for which some people imagined it would suffice—viz., to put an end to the war in Spain—we need not say that even if it had consisted of ten thousand of the best troops in England, it could not have turned the scale, provided the same erroneous system had been pursued with regard to the plan of operations. But the Legion never amounted to

eight thousand, mostly recruits or mere boys, and the remainder either worn-out drunken old soldiers, or the refuse of London and Westminster, ten times more useless at first, and perfectly irreclaimable afterwards. The officers were in a great measure equally inefficient; and this force was no sooner landed than it came in daily contact with the enemy, which would have been an advantage if more caution had been used in pushing it into a situation where it became mixed up in the throng of runaways at Ernani, whereby the enemy was taught the value of their new opponents, whilst the indiscipline which was permitted made the inhabitants already weary of such auxiliaries.

The enormous expense of an overgrown host of employes, and useless and inefficient staff-officers of all descriptions, swallowed up the funds which might have supplied the urgent wants of the soldiers; and the infamous jobbing of the contractors who furnished the horses and shipped them in an improper manner, caused the loss of one half, and rendered the other half unserviceable for ever.

The cessation of monthly payments always has prevented captains of companies from keeping their men either decently clothed or properly fed; and scarcely had some order been introduced, when the sudden departure from Bilbao, and the hurried march to Briviesca, left 2000 men out of the ranks and in hospital. The fever next commenced its ravages, and absolute misery and starvation swept off men and horses by hundreds, during a horrid winter, without blankets, fuel, or sufficient means to provide the necessaries of life. Notwithstanding all this, the remnant, who had withstood so many cruel disappointments, marched out of Vittoria, and looked as if they had not suffered; and by the indefatigable exertions of some excellent officers the force was re-organised, and more capable of service than ever. The 5th of May showed that they were not cowards, and the constant duty in the lines ever since has been fifty times more harassing and irksome than any campaign where the troops continually change their quarters. The officers have scarcely ever received pay, and deserve the greatest credit for their endurance. The Spanish Government asserted that they had remitted sums sufficient to pay all up; but the necessity of securing rations, and the expense of transport and contingencies, has probably rendered it necessary to appropriate the funds to these purposes.

That the issue of the late campaign is attributable to circumstances over which the soldiers had no control is already sufficiently apparent; and the same troops who had behaved well for six days, and, in spite of the most obstinate defence, had the evening before taken a position which was really capable of resisting any attack, would have maintained it against the whole force which the enemy could have brought against it, if the same principles which directed the operation of the 15th had not been departed from on the 16th.

That such men as Tupper and De Lancey should have been lost to their country in vain, and have perished among thousands of unhappy victims in a hopeless struggle, in which, if every individual was a Hercules, his efforts could not have been crowned with success, is deeply to be lamented. The former was one of the most chivalrous, honourable, and gallant soldiers, and the most active and perfect commanding officer who could have adorned the British name; and the latter not inferior in any respect; and the task he performed in cleansing that Augean stable, the convent of Corban at Santander, from the



mass of disease and filthy abandonment in, which he found two thousand stragglers heaped together after the march to Vittoria, would appear incredible to one who had not seen it. His loss cannot be repaired in any army; and these are only two out of many whose memory deserves to be recorded. We will draw a veil over the past; and in saying what we have done we are only fulfilling the duty of every man who acts conscientiously; and the truth has only to be told in order to let the world judge for itself.

• With respect to the time necessary for executing the plan which has been indicated, if a sufficient force is collected and means are found to meet the exigencies of the war, there is no reason why the provinces of Biscay and Guipuscoa should not be in the military occupation of the Queen's troops as soon as the latter can be got ready to march; for the distances are nothing, and the enemy, once beaten in a general action, will immediately vacate the field and disperse, and the theatre of war will be removed to Navarre. Two or three months will be required to complete the fortifications of the different points; but in the mean time the work of pacification may be proceeded with, and the disposable force may continue its career. No time should be lost, for the sooner things are put in a right way the better will it be for all parties.

Unless some measures are speedily taken we shall only see the evil increase. The soldiers on either side become more disorganised and more embittered, and the complete dissolution of the civil and political relations of the country will ensue; and it is only to be hoped that some strong hand may interpose and put a stop to the desolation which is caused by a set of the most cruel and bloodthirsty miscreants who ever disgraced the name of humanity.

N.B. The loss of the English and Spanish troops during the seven days from the 10th to the 16th inclusive, amounted to 2012. This includes killed, wounded, and missing—the latter, of course, put to death by the enemy, who burnt or *buried alive* the wounded men they found. Out of these two thousand, five hundred may probably be fit for duty again shortly. We have not included four hundred “contusions,” but who, nevertheless, were out of the ranks for a few days. As nearly every wounded man requires at least two, and very often four men to carry him off, if badly hit, we may reckon that for five hundred wounded during an action a thousand more are taken out of the ranks, many of whom remain away all day. This evil arises from the want of transport, as all the mules that are to be had are required for ammunition and rations, and the roads, except the high road to Ernani, do not admit of wheel-carriages. The guns are only got into action by the most extraordinary exertions and labour, in cutting through hedges, &c.

The enemy's loss is known to have exceeded ours.

#### REFERENCES TO THE PLAN OF OPERATIONS, 10TH MARCH:—

A, A, A.—Disposition of the troops for the attack on Arretza and Gaibera.

1. General Chichester's Brigade, 4th, 8th, and Rifles.
2. Second Brigade of the Division of Vanguardia, under Colonel Muñoz.
3. Light Brigade of the Legion, 6th and 7th Regiments, under General Godfrey.
4. Three Battalions of the first brigade of the Division of Vanguardia, under Colonel Llanos. (First battalion of this brigade at Passages.)
5. Second Brigade of the Legion, 9th and 10th Regiments, under General Fitzgerald.
6. First Regiment of the Legion, under Colonel De Lancey.
7. Royal Marine Battalion, Colonel Owen.



8. Fifth Division, under General Jauregui, including the Chapelgorries.  
The Artillery formed in rear of Alza.

B, B, B.—Second position, subsequent to occupying Ametza.

1, 2, 3. The Legion and Royal Marines.

4. The Fifth Division.

5. The Division of Vanguardia.

C, C, C.—Position occupied by the enemy, who had only eight battalions, on the 10th March.

D, D, D.—Disposition of the troops for the attack on Oriamendi, 15th March.

1. Royal Marines, Artillery, Lancers, and Train of Ammunition, &c., on the high road.

2. Five Battalions of the Fifth Division (Jauregui).

3. Chapelgorries.

4. Sixth and Seventh Regiments, General Godfrey.

5. The remainder of the Legion, Generals Chichester and Fitzgerald.

6. Five Battalions and a half of the Division of Vanguardia, under General Rendon. (First Battalion at Ametza, and half a Battalion at Passages.)

E, E, E.—Position of the Carlists on the 15th March.

F, F, F.—Position of the troops when attacked by the enemy on the 16th March.

1. The Fifth Division, dispersed by battalions, far in front and on the right.

2. Royal Marines, Lancers, and Artillery, on the right and left of the high road.

3. Sixth Regiment of the Legion.

4. Eighth do.—5. Seventh do.—6. Ninth do.—7. Tenth do.—8. Rifles.

9. Fourth do.—10. First do.

11. Two Battalions and a half of Division Vanguardia (Castille and Infante).

12. Two Battalions same Division.

1 Battalion at Ametza, half a Battalion, Passages, one and a half at the position D of the day before, at the large fortified house.

G, G, G.—Advance of the enemy to attack, having detached six or seven battalions to the bridge of Astigarraga to turn the left of our position, which was in the air.

H, H, H.—Second reserves of the enemy, which came up about three o'clock in the afternoon.

#### FORCE OF THE DIFFERENT REGIMENTS A DAY OR TWO PREVIOUS TO THE 10TH MARCH.

|   |   |   |        |
|---|---|---|--------|
| Legion.   |   |   |        |
| 1st Regiment, effective rank and file   | . | . | 664    |
| 1st Brigade { 4th Regiment do. do.  | . | . | 644    |
| { 8th do.   | . | . | 565    |
| { Rifles  | . | . | 386    |
| 2nd Brigade { 9th Regiment  | . | . | 523    |
| { 10th do.  | . | . | 496    |
| Lt. Brigade { 6th Regiment  | . | . | 477    |
| { 7th do.   | . | . | 490    |
| Bayonets  |   |   | 4245   |
| Two companies Sappers and Miners—one Spanish, one English   | . | . | 184    |
| Three troops Lancers  | . | . | 189    |
|   |   |   | 4618   |
| Spanish Division Vanguardia, seven battalions   | . | . | 5143   |
| Fifth Division, including Chapelgorries, three companies Saragossa, &c., seven unequal battalions | . | . | 4230   |
| Royal British Marines, more or less   | . | . | 500    |
| Grand Total, effective  |   |   | 14,491 |

Sixteen pieces of field artillery, completely manned and equipped, a rocket detachment, and battering-train in reserve; besides the troops remaining in the forts and batteries composing the lines, which might be 1500 not fit to march, but capable of garrison-duty.

## THREE MONTHS WITH THE CARLISTS IN GUIPUSCOA.

At the close of December last I quitted England for the purpose of proceeding to the northern provinces of Spain, intending a visit to the Carlist camp, hoping to reach the theatre of war in time to witness the closing operations before Bilbao. Ere, however, I got as far as Paris, the intelligence had arrived of the check given to the Carlists by Espartero, his relief of, and triumphal entry into, the beleagured city.

I crossed the French frontier into Spanish Navarre about the middle of January, by way of Vera, an utterly miserable hamlet dignified by the name of a royal town. It is an unimportant station, presenting little to attract the notice of a stranger, if may be excepted the blackened ruins of about one-third of the place, and the remains of its once handsome convent, which had, under the rule of the Queen's Viceroy, together with the houses of suspected inhabitants, been burnt to the ground by the orders of General Oraa; indiscriminate pillage having at the same time been indulged in, with its general accompaniment—frightful massacre. The little garrison, and all hands who could be spared from the fields, were diligently occupied in working at a hill-fort just outside the town, erected for its protection, and as a place of refuge for the women and children, in the event of another predatory excursion. Considering peasants were the engineers, peasants were the artificers, and that by peasant contributions funds had been supplied to defray the cost of building, it was truly astonishing; they had sunk a well in the interior, arranged a magazine for provisions, and, unless assailed by artillery, which it would be almost impracticable to bring against it, a few score of determined men might make the place good against a large force for some time.

Upon a stranger (or a Spaniard) crossing the frontier, he has a most wearying quarantine to undergo, as, by recent police regulation, he is compelled to await at the village or town wherever he first presents himself, until a passport is forwarded him from head-quarters, permitting entry into the interior. My own detention at Vera fortunately did not exceed three days, when I joyfully quitted it for Irun.

During my brief sojourn at the former place I was unexpectedly joined by a travelling companion from whom I had been compelled to part company on the frontier. My young friend, a Navarrese officer, was son of the unfortunate General San Juan, Captain-General of the Province of Guipuscoa in Ferdinand's time, at present languishing in an African dungeon, having been seized upon as a suspected Carlist, torn from his family, and consigned to a prison in Ceuta, together with his son, the gallant young officer just mentioned: the latter having effected his escape to England, at once hastened to join Don Carlos.

We reached Irun on the 21st of the month, and making it my headquarters, I moved about from one point to another, as anything of interest occurred, watching with amazement the untiring energies of the people, and their wonderful appliances to the means of warfare of their rude resources. Irun itself, during this period, was a perfect Tower of Babel in its confusion of tongues: representatives from nearly all the nations of Europe were there congregated. The scene was

animating in the extreme,—we had Poles, Italians, Dutch, English, Austrians, Portuguese, French, and Spaniards. I had a billet, singularly enough, in a house where there were also quartered a French officer and a Spaniard. We messed together, being joined at dinner by a Portuguese artillery officer quartered in the neighbourhood: there we sat at table, English and French, *vis-à-vis*, and Portuguese and Castilian, all thorough malignants, a *faccioso* quadruple alliance, and a right merry one.\* But all things must have an end, even quadruple alliances come under the denunciation of this grave apophthegm, ours terminated abruptly. The Frenchman received sudden orders for Astigarraga; the Portuguese went to Renteria; the Spaniard to Bayonne; leaving the fourth of the party, the writer, solitary and alone in the *caza*. During this interval the Carlist chiefs seemed endowed with the powers of ubiquity, they appeared here, there, and everywhere, at the same moment. Don Carlos too showed himself to the people, threw himself amongst his gallant soldiery, and by his conduct at this crisis nerved every heart. The King's nephew, Don Sebastian, was placed at the head of the Army, a politic appointment: intrigue, previously busy amongst the chiefs, was at once destroyed, the only rivalry surviving the Prince's nomination to the chief command being, as to who should exhibit greater devotedness in the common cause.

Military skill, as derived from experience, the Infante could not be supposed to possess, but he was brave, even to chivalry, active and enterprising, idolized by the rough soldiery, and exhibited at once the greatest discrimination in his arrangement of the subordinate but important posts of command. General Moreno, the ablest officer in Spain, he named his Chief of the Staff; around his person were Casa-Eguia, Villa Real, the Count of Madeira, Pablo Sanz, and other distinguished leaders, all animated with the best possible spirit.

At the suggestion of Don Sebastian new levies were made: old and young, rich and poor, hastened to embody themselves; irregular corps were formed; recruits were drilling in every direction; voluntary subscriptions poured into the exhausted treasury; the troops received a portion of their arrears; shoes and partial clothing were issued where required; not a bee in the hive but was in some way or other actively engaged; past reverses were forgotten, and the future looked to with confidence. All the positions on the flanks and in rear of Ezani were inspected and strengthened, the defences of Fuentarabia much improved, and in expectation of a visit at this place from the *real* British auxiliaries, I mean the floating batteries of Lord John Hay, his gallant blue-jackets, and the knocked-up marines, preparations were made to receive them. Under the superintendence and at the suggestion of a brave and clever French officer, a M. Herouart, furnaces had been erected for heating shot, and a well-placed battery of three heavy guns had been planted, facing seaward, the intention being to respond to the iron showers of the British steamers by red-hot shot.

At Irun, too, much improvement took place, several houses were raised that the fire from the place might not be intercepted, trenches were cut, strong palisades thrown up, and earthen parapets; and three extraordinary kind of nondescript guns, (they called them howitzers,) just completed at the foundry, were added to the large field-work overlooking and protecting the town. The palace of the Marquis of Tor-



realta, upon the height of that name, forming a triangle of positions with Irun and Fuentarabia, was intrenched and converted into a fortress, two guns mounted there, and every thing put into the best possible state of defence. In fact it was evident a master-spirit now guided affairs, the appointment of the Infanta to supreme command had effected a magical change in a brief space.

To military men this part of Spain is so well known it is almost superfluous to explain that the two countries of France and Spain, separated by the Bidassoa, are here connected by a bridge across the river at Behobia, and this in time of peace is the regular route of the diligence between Madrid and Paris. I mention this only in connexion with a circumstance, interesting, as exhibiting the extraordinary difficulties the Carlists labour under at all points. At the foot of this bridge, on the Spanish side, the Christinos have a fortified building, with a small garrison and a few guns. This could be wrested from them by the Carlists at any time in half an hour, but as the Carlist fire must necessarily fall upon French ground, General Harispe, commanding the French Army of Observation, will not permit it to be assailed, upon the pretext of a violation of the territory of France!

Under these circumstances it would naturally be supposed that the Christinos would abstain from offering any annoyance; but no! a constant cannonade is directed against the Carlist piquet houses, and not a woman or child who may incautiously, in pursuit of a stray goat or sheep, come within range of their muskets but is savagely fired upon; shells are thrown from time to time amongst the hills at random, with the chance and in the hope of inflicting injury, and every cottage within distance of their cannon has been battered to the ground. To all this the Carlist soldier can make no reply; he dares not return a single shot, as that would be the signal for the French batteries to open upon them, and perhaps lead to the bombardment of Irun. And it is across this bridge, *and thus protected*, that General Evans has been striving might and main for permission to assail Irun: it has hitherto been refused, but cannon and a large supply of material has been allowed to be landed from St. Sebastian and placed in the Christino fort. Now, I appeal to military men without distinction of politics, whether, in the event of General Evans obtaining the permission he seeks, he will not, in thus taking a paltry advantage of the foe, incur as much reproach for success as he would disgrace by defeat? Shame! Shame! when before did we ever hear of the British soldier desiring his enemy to be pinioned ere he dared to meet him face to face? Fortunately for England, the triumphs of her fleets and armies is inseparably interwoven with the brightest pages of Spanish history, the gallantry of her soldiery, the high character of her noble chiefs is too well appreciated to the remotest corner of Europe, to permit even a Basque peasant to mistake the counterfeit for the reality.

Another object of reinforcing this little Christino post, and the placing these additional ordnance, has been with the view of mastering, if possible, an adjacent height occupied by the Carlists at present, and protected by an entrenched piquet, stationed in the tumble-down but massive ruins of an ancient castle, a position that will be recollected by every campaigner of the old war. This, however, even if secured by the Christinos, could avail them but little, the height being completely com-

manded by Mount Saint Martial, whence a single piece of artillery would alone suffice to destroy any battery they might for the moment succeed in planting, Mount Saint Martial literally peeping down upon them. I cannot resist introducing an anecdote of this said Mount Saint Martial, so celebrated during the war of the Peninsula. It is interesting, too, as being the spot whence the Duke of Wellington viewed the fight of Saint Martial, and where, united with the same gallant Basques, the British Troops hurled dismay and defeat through the ranks of the Gallic foe, tore down her standards, and trampled her eagles under foot. Mount Saint Martial, then, at the close of the Peninsula struggle was placed by Spanish gratitude (and still appears) upon the Spanish army-list as a Lieutenant-General in the service (besides being raised to the rank of grandee), its pay and allowances being regularly estimated for and drawn by the War-Minister.

There is at this time a little chapel or hermitage upon the mount, a herdsman and his family living close by to keep it in order, and charged with the important office of ringing its solitary bell upon occasions of public rejoicing, or to signalize to the distant hill-folk in time of peril, &c., the Christinos in the fort below occasionally resenting its merry chime by discharging eighteen pounders in the direction; but as the distance separating the parties is something like a mile and three-quarters, a moiety of which is "rock perpendicular," it will not be deemed surprising that I have no ill effects to relate, as caused to the mountain by the splenetic effervescence of its puny but pugnacious neighbour.

February introduced itself to us with many rumours. In the early part of the month his Majesty's steamers were seen occasionally off Fuentarabia alarming all the little fry of fishing-craft that were rebelliously dredging for oysters, or otherwise purveying for the fish-markets of the neighbouring towns. From these occasional visits we were led to conjecture an attack upon Fuentarabia by sea: spy-glasses were in requisition, a good look-out kept, but all to no purpose; the demonstration of the steamers ended in nothing but smoke. On the 15th of February, however, what before had been rumour assumed the shape of consistency, and seemed upon the eve of being realized—Lieutenant-General Evans published his celebrated manifesto. The weight attached to the document by the Carlist Generalissimo was evinced by ordering it to be pasted up in every town and village throughout the province.

It was now seen that for very shame the Christino leaders must do something shortly. Every precaution was taken against surprise; and upon more than one occasion did a false alarm prove to Don Carlos how thoroughly he might depend upon the affection and devotion of the population in the hour of need. One evening in particular, when the force in Saint Sebastian appeared to be in motion, the effect the announcement had, both upon the soldiery and the people, even surprised their own chiefs, such enthusiasm prevailed. The great bell of Hernani commenced tolling, responded to upon the instant by a chime from every church in the neighbouring villages; the signal went forth; night drew on; alarm-fires blazed from the crest of every mountain; a hundred fires sprung into existence simultaneously, casting a lurid light upon all around for many miles. The beacon was understood; it spoke to the hearts of the peasantry, and told them the hour had arrived.



when they were called upon to defend their hearths, and all in the world that was dearest to them, from outrage.

Down from their mountain-homes hurried those who had been so suddenly summoned—the armed peasantry and herdsmen poured into the towns in hundreds—wives, daughters, mothers, though trembling with apprehension, were to be seen inciting husbands, fathers, and sons, amidst tears and prayers, to do their duty. The musket was slung across the shoulder; the cartouch-belt adjusted; a hurried look to the flint; a parting embrace; and then a “Viva Don Carlos” rang through the air as the light-footed warriors sprung to the path that led to the post of danger. Not a cottage, not a glen, but sent forth its contingent of fearless hearts. The fiery cross had been borne aloft—the war-cry had been sounded—and as these wild-looking but picturesque Guipuscoans hurried down the mountain side, and became grouped in the ascent, it recalled to memory the stirring scenes of the past, the days of war and wassail—they wanted but the tartan, and the illusion would have been complete—their chiefs would have appeared like the Lochiels of “lang syne,” and their followers the plaided hosts of my native hills. There lives not, surely, a man who, with a heart in his bosom, could, unmoved, be a spectator of a scene like this, or without sympathising at the moment in their gallant struggle, and wishing them the success, which, if they may not command, they will at least deserve.

It was in this month that a small party of the Legion, straying beyond their lines in search of plunder, were attacked and overpowered by a Carlist piquet—two were killed on the spot—one or two, I believe, escaped, and four were marched as prisoners to Ernani, and, in conformity with the Durango decree, were there shot. This circumstance has already been alluded to in a late Number of this Journal. I am therefore spared touching more upon this sad part of the subject.

March was ushered in amidst hail-storms, snow, rain, and sleet, all striving for supremacy, bidding fair at its commencement to interfere for a time with active operations. Both Sarsfield and Espartero, however, had made a move—the former had quitted Pamplona, whither the Infante flew to meet and offer him battle, while Sarasa, the Carlist commander in Biscay, weakened by a withdrawal of a portion of his force by the prince, could not maintain himself against the attack of Espartero, who, pressing upon him, became master of Durango, and even advanced towards Bergara, as far as Llorio, not, however, without opposition and some loss, the Carlists retiring in the direction of Onate. In the mean time some little confusion was created at Bergara by the near approach of Espartero's powerful column, and the junta of Guipuscoa hastily quitted Aspetia, for the more secure vicinity of Tolosa.

While affairs were thus in this part of the province the belligerents in Nayarre had come in sight of each other: the Prince wanted to commence an attack upon the instant, but more prudent counsels prevailed. Two fresh battalions reached him from Ernani, which Sarsfield becoming aware of, availed himself of an opportune snow-storm to retreat back to Pamplona, upon the plea of the weather; the Infante's division literally harassing the retiring Christinos until they were once more under the guns of their fortress.

New negotiations were now set afoot—new plans of campaign discussed—and as Saint Sebastian seemed the point from which attack



could be made with a greater probability of success, reinforcements were at once thrown in there. The Christinos knew very well that in Ernani Guibelalde had a force totally insufficient for his extent of line, embracing, as it did, the defence of Fuentarabia and Irun, an area of nearly four leagues. In fact this chieftain was most urgent for succour, declaring it impossible in his then crippled state (having parted with two battalions to the Infante), to defend Ernani in the event of attack. At this time Sarsfield had commenced retrograding, followed up by the Infante, whose inferior forces, however, precluded the possibility of his parting with any troops for Ernani. General Guibelalde had barely four thousand regular troops, exclusive of probably 1500 armed peasantry, who could be calculated upon in the moment of assault; but even thus situated, the stout-hearted Giupuscoans determined upon a fierce resistance—his men being of the province, could the more be depended upon.

The garrison of Saint Sebastian had been observed in motion on the evening of the 9th, but attack was not apprehended. Between three and four o'clock the following morning, however, all doubts were at an end. The long-threatened affair commenced—the Christinos driving in the Carlist piquets on all sides, and dashing forward with a strong column upon Ametzagana, they became masters of the position with scarce any loss. The hill of Ametzagana is of some strength, entrenched and defended by earthen parapets, capable of offering successful resistance, if properly manned; but in this important post there were but two companies, who, assailed by a column of several thousand men, were compelled to retire, falling back upon Ernani. Guibelalde here prepared to meet and dispute the further advance of the Christinos. His dispositions I have heard spoken of on all sides as admirable, and, making the most of his little force, one of the most severe contests ensued that has taken place during the whole war, and none more to the honour of the Carlist arms.

The principal object of the Christinos seemed to be the possession of the high road from Fuentarabia and Irun to Ernani—their principal efforts were here directed—and three times during the day did they penetrate within pistol-shot of the main road, but each time were driven back by charges of the bayonet. I believe the whole affair this day on the Christinos' side rested with Jauregui and the Spaniards; for although General Evans appeared in the field with some two or three battalions, prepared to support, if needed, yet the English were but very slightly mixed up in the fray, the whole casualties in the Legion being under a hundred, while that of the Spanish force is admitted to have exceeded 800 men; and to those who are acquainted how Christino bulletins are manufactured, a guess somewhat near the mark may be made as to the real amount of loss suffered upon this occasion. The Christinos fought with the greatest gallantry; and there were periods of the day when the Carlists were pressed very hard. A redoubt on the left of the line had been carried by the Christinos—it was recaptured by the Chapelchurries immediately afterwards—again it was assailed—three times it was taken and retaken in the course of the day—ultimately remaining in the hands of the Carlists.

In every part of the line in front of Ernani the attack had been pressed with vigour, but with indifferent success, when, late in the day,

the whole Carlist force made a desperate charge, repulsing the enemy at all points, the position of Ametzagana alone remaining in the power of the Christinos, an advantage dearly purchased.

In cannon the Carlists were weak—in fact wretchedly so—having scarcely anything to oppose to the powerful artillery brought against them. This is admitted by General Evans himself in his despatches. He states the loss of the enemy at “above 1000, *from the superiority of our artillery.*” General Evans is, however, slightly in error upon one point, the Carlist loss not being quite 460. In regard to the force on either side, I can state the Carlist strength exactly—including from 1300 to 1500 peasants, General Guibelalde had barely 4300 men; but even this weak force could not all be brought into action, necessity existing for guarding the approaches to Irun and Fuentarabia against surprise. Of the numbers of the Christinos, I cannot speak accurately.

Both parties seemed to regard nightfall as a relief, a respite from hostilities until the morrow; both remained under arms all night; the Christinos busily occupying themselves in throwing up temporary entrenchments and field-works upon the height of Ametzagana, where they also brought several cannon. Day broke, however, without any renewal of attack.

In the meantime the Carlists were not idle. Guibelalde sent off an express to the Prince, detailing the successful stand of his little band, and soliciting immediate succour, declaring he would die in the streets of Ernani ere he would yield the town to the *sangre-vendidos* (blood-sellers)—the epithet bestowed upon the Auxiliaries by the native soldiery. The wounded, meanwhile, were transported to the neighbouring hamlets, distributed amongst the cottages around, and a portion borne on to Irun. Surgical skill, as may be supposed, is but at a low ebb in the provinces, neither have the temperate habits of the people and their simple mode of life held out inducement for many of the sons of *Æsculapius* to locate in their pastoral valleys. In fact, the whole medical staff of Irun is comprised in one single professor of the healing art, if we except certain of the “gude-wives learned in simples,” who are volunteer sharers in his fatiguing duties. From sunrise to sunset our Galen-in-chief was seen upon his little pony, perambulating the boundaries of his district, indefatigable in his duties. Notwithstanding the little assistance derived from professional surgical skill, it was astonishing how few casualties had a fatal termination; the pure, wholesome air, the kindly treatment each sufferer met with, did as much for the patient as the doctor did; in fact, they were everybody's care, succouring hands were stretched forth in every direction, and forcibly exhibited the gratitude felt by the population of all grades to their gallant defenders.

Three whole days were now suffered to elapse without any fresh demonstration on the part of the Christinos: on the 14th of March, indeed, some sharp skirmishing took place, but wholly unattended with result. On the 15th, operations again commenced, the Christinos bringing forward their whole strength, making a general attack upon the lines. The Legion fought with the greatest intrepidity, ably seconded by their Spanish allies. Every inch of ground was well contested, the Carlists yielding not by foot, disputing the advance of the enemy in the most gallant style; but such overwhelming force had been brought against them, that they were driven from position to position,



the lines were everywhere forced, and before nightfall the Christinos had mastered the redoubts and battery upon the Venta, and carried the strongly entrenched height of Oriamendi, the Carlist artillery in the battery falling into the power of the victors.

Night put an end to further hostilities; but to preserve Ernani now seemed little short of a miracle; in fact, every moment it was expected General Evans would advance upon the town. General Guibelalde had been seized with sudden illness, and the further defence of Ernani now devolved upon Iturritza, and by the noble stand he made, fairly did he vindicate the character he had achieved in many a battle-field.

Had General Evans at once descended from his positions, for he was in possession of every height north of the town, he must have entered Ernani. The triumph would, of course, have been purchased with some loss, but certain success must have attended the movement: the Carlists had scarcely a cartridge or round of ammunition remaining, and no succours appeared at hand; indeed, so generally was this admitted, that all the inhabitants quitted the town the same evening, retiring to a distance until the result of the last effort at resistance should be known. At Irun, the news of the occupation of Oriamendi, and the fall of the Venta, created the greatest dismay, the women and children, and the wounded, were upon the point of being transported to the mountains for safety, when an express arrived from Iturritza, calming in a degree the general apprehension. He promised to throw a force into Irun, if compelled to abandon Ernani; ordered to the latter place the few troops already in garrison; the men were sent off during the night, together with a reinforcement of artillery, and supplies of ammunition, not forgetting the equally important auxiliaries of rations and wine. Two guns were hastily planted in the high road commanding the principal approach; the gunners were ordered into the battery; all was anxiety; and break of day beheld the inhabitants afoot, straining with eager eyes to get a first glimpse of an approaching foe. But all the fears entertained were happily groundless: General Evans, to the amazement of even the simplest peasant, remained quietly on the field until the morning "preparing for a general assault."

An hour before daybreak, a lancer galloped into Hernani, horse and man nearly dead with exertion; a despatch from the Prince had arrived—he was hurrying by forced marches to the relief of the place. Iturritza sent round the joyful notice to the different chiefs, from them it reached the soldiery, and a general determination was expressed to make good the town until the succours arrived. Before nine o'clock, however, every impediment to the farther advance of the Christinos was removed, a furious cannonade played upon the town, feebly responded to by the Carlist artillery, and a Spanish regiment was literally assailing one of the gates; the greatest consternation prevailed, and hopeless of maintaining the place any longer, Iturritza was on the point of ordering a retreat upon Andoain, when the vanguard of the Prince's division appeared cresting a hill at a short distance. A shout rang from one end of the town to the other, again were the assailants beaten back, and their desperate efforts at advance repulsed. Iturritza, cap in hand, cheering on his men in most heroic style, seemed impervious to shell or shot, though they literally hailed around him.

A little before ten o'clock, the Prince entered Ernani with a portion—



of his force, but it was near mid-day ere the rear-guard arrived under Villa Real. The soldiers were quite exhausted with past fatigues and their harassing march; their feet were torn and bleeding; they had been two days almost without a morsel of food; faint with hunger, as well as weary of foot, it was found impossible to bring them into action without a brief respite. There were the poor fellows, their arms piled, lying on the ground, devouring with the greediness of famine the scanty ration served out to them. In one half hour the trumpet sounded, and they sprung to their arms.

In this interval, the Prince, accompanied by his Generals, had scanned with an eagle's glance the whole area of the battle-ground. His dispositions were taken on the instant. Three strong battalions, under Pablo Sanz, were directed upon Astigarraga; they passed rapidly on, crossed the bridge without the slightest resistance (what was General Evans about?) extended to the right and left, and advanced steadily forward. This was a beautiful movement: Pablo Sanz, with some half-dozen of his mounted staff, leading his men across the bridge at a hand-gallop, marshalling his force with all the coolness as if for a parade, the men coming forward cheering as they ran on.

At this point there were stationed a much stronger Christino body, including an English regiment. These made but a faint show of resistance, retreating without firing beyond a round or two. The retreat, at first orderly, became less so as Pablo Sanz pressed forward; parties of four and five began to separate from their corps, long gaps occurred between different companies, and in a few minutes the retreat had all the character of a complete rout. Both flanks of the Christinos had been assailed at the same moment, a *sauve qui peut* spirit seized upon the men, and they retired before the charge of the Carlists in great disorder.

Unprepared with a reserve, General Evans was compelled to detach a force from the centre to support his flanks. This movement did not escape the vigilant eye of the Carlist General; he brought up his whole strength, dashed upon the enemy's centre, and broke it irretrievably. Their line pierced and broken on all sides, an immediate flight ensued; The day was lost; Spanish and English regiments were intermingled in the greatest confusion; and but for the advance of the Royal Marine battalion it is doubtful whether the whole artillery of the Christinos would not have fallen into the conquerors' hands.

The manœuvring of the Marines was beyond anything brilliant; and the firm attitude of this little band, covering the flying columns of General Evans, and supporting the artillery, even extorted the tribute of admiration from a generous foe; for the Carlists spoke in the highest terms of the gallant bearing of the English national force.

The Prince had given orders to spare all prisoners without distinction; but the humane order was utterly disregarded in the heat of battle; about two hundred men (Spaniards) were, however, brought in and received the kindest treatment, but to the Auxiliaries no pity was shown—they were cut down, bayoneted, or shot upon the instant; one poor fellow alone, who by some happy chance had got mixed up with the Spanish prisoners, had the good luck to escape. The Guipuscoans were, in fact, furious—they ran in upon the British regiments with frenzied shouts—quarter on either side was seldom begged for and never granted; one company of a Basque battalion actually threw away

their muskets that they might be more active in the pursuit, encountering the English from time to time with simply their bayonets in their hands, and a scene of the most frightful carnage ensued. Of the scattered fugitives some were seen resisting with the fury of despair, some kneeling, imploring for compassion in accents and words that would break a man's heart; wounded wretches were calling upon God for mercy, and it was time, for man had none. These scenes, with the wild cries of the victors mingling with the groans of the vanquished, presented a picture appalling to gaze upon. At one part of the field four English soldiers had been seized upon by some men of a Castilian regiment; they were brought in front of a company of Guipuseoans; the Colonel of the regiment rode up at the moment, and ordered their lives to be spared. At the very instant he was speaking one of the captives suddenly snatched a musket from a soldier, levelled, and fired at the Carlist Colonel, who fell to the ground mortally wounded; in a second the poor men were literally riddled with bullets by the enraged soldiery. From the whole account of this tragical occurrence there can be little doubt that the poor fellow whose sudden act led to his own death and the sacrifice of his companions was in a state of intoxication; in fact, in every part of the field the English were seen reeling about drunk. The Carlist Colonel lingered until the next day, when he expired.

The position of the Royal British Marines in this affair has been much misrepresented, and is very generally misunderstood: they can hardly be considered as having been engaged, merely advancing to cover the artillery, after it had been deserted by the Legion. They did not repulse the Carlists, for the Carlist Generalissimo had given the most positive orders not to assail the Marines, unless they themselves advanced to the charge, there being a great reluctance at all times amongst the Carlist leaders to come in hostile collision with either the Naval force of Great Britain or with the Marines. The soldiery, too, and the peasantry respect this force—its conduct has been irreproachable, and they view it in a fair light as an honourable and open foe, and, although arrayed against them, yet performing a duty only, and that probably very reluctantly.

The Carlist reinforcements amounted to eight battalions, about 5800 men; Iñurritza, including peasantry, had not more than 4000—in all, there was not 10,000 men engaged on the Carlist side. General Evans had even then more than 12,000 men—he was supported by the British Marines, and by an immense artillery; yet these half-starved, ill-armed, wearied Carlists put disgracefully to the rout his very superior force. They recaptured Oriamendi—it was retaken from the English with the bayonet; the Venta fell again into their hands; every position lost the day before being reconquered in the most gallant manner.

On the 17th March, the day after the last action, the Infante again put himself at the head of his troops, moved towards Espartero, who at once retreated before him. The Prince, in eager pursuit, notwithstanding the weariness of the soldiery, succeeded in overtaking the flying division of his opponent, assailed his rear-guard, broke it on the first charge, drove his enemy once more into Bilbao, then quietly returned to his headquarters at Tolosa, and commenced a re-organization of his whole army, with the intention of crossing the Ebro in person, with the main body of the Carlist force.



## SKETCHES OF MILITARY LIFE IN INDIA.

BY A KING'S OFFICER.

## No. II.

I BELIEVE I laid aside my pen just after preparations had been completed for a voyage to the Upper Provinces: a voyage which, with reference to the daily progress made, is far more tedious than any other that can be encountered; and with respect to the probable occurrence of disagreeable accidents, has certainly its terrors for those whose nerves are prone to be shaken by the contemplation of "perils by flood."

A fleet of about sixty small vessels, destined for the reception of the troops, commissariat stores, &c., had been collected at Chinsura, and towards the close of the month of February we embarked and started for our several destinations. The narrative of a voyage up the Ganges would be as tiresome to my readers as the recollection of its general monotony is to myself. One episode, indeed, we had, and painful is the remembrance of its tragical result; but of this in its place.

When troops are moved by water in India they are embarked in native boats, all of which are of the rudest construction. The plank between the occupants and eternity is, to be sure, of sufficient thickness, but the numerous interstices afford every facility for the entry of the water, which is baled out twice a-day. The deck is formed of split bamboos, lashed together with a carelessness which renders the catastrophe of your foot slipping through the intervals, and the necessary result of a broken shin, far more than problematical.

From the gunwale of these boats thick mats are raised to form the sides. The roof, which is supported by a ridge-pole and uprights from the centre of the vessel, is composed of the same material, with, in some instances, a layer of thatch superadded. This affords but a poor defence against the noon-day heat, or the damp night air, to say nothing of hot winds, or the deluge miscalled a tropical *shower*. But insufficient and comfortless as these Noah's arks may be in point of accommodation—if indeed the latter word be applicable to them—such a consideration is forgotten when contemplating their rigging and naval stores: a mast composed of bamboos lashed together—yards constructed upon the same principle, when required—ropes stranded and knotted in a thousand places, the greater part of them made by the boatmen during their moments of leisure—blocks they have none; and then the sails, or sail I should say—for it is rarely that a second is to be found—ah! how shall I describe it?—the usual material is a kind of coarse thin sacking. Fortunate and proud is the manji who can hoist a sail, which, as a piece of patchwork, would bear off the palm from any of those bed-covers which our grandmamas were delighted to cobble together. Oftener—far oftener—the sacking attached to the yard, and spread to the wind, bears but a small proportion to the gaps and rents through which the sky is discernible. The burthen of these oriental transports varies from three hundred to twelve hundred mands\*, and they are always as ill-manned as they are wretchedly found in every respect.

In the early part of the year, when the water is low in the Bhagiruti

\* Mand, a weight of 40 sirs, or about 80 lbs.; but the value of the sir varies in different parts of the interior.



and Jullunghi rivers, it is necessary to proceed to the upper provinces by the more circuitous route of the Sunderbunds, the name applied to the delta of the Ganges, and the Megna or Burampûta. Behold us then afloat, and bidding adieu to the depôt at Chinsura. At first I was charmed with the novelty of our situation, gliding happily down the Hûgli, towards the creek below Fort-William, by which the Sunderbunds are entered; the beauty of the sunny river and its luxuriant banks; the coolness of the breeze which swept through the open Venetians of the budjero; but above all the air of cleanliness and comfort imparted to our floating abode by a fresh coat of paint which had been bestowed on the interior, and by the introduction of our furniture, the arrangement of which, so as to economize our scanty space, was a task which had cost us not a little thought and trouble. But short-lived was my satisfaction. Let no man trust to first appearances, in a budjero especially. Let him wait for three or four days before he consider himself superlatively fortunate in his selection. Peradventure, on the fourth morning, he may awake (if indeed he has slept at all during the night) to the consciousness of having had a battalion of rats skirmishing in his sleeping apartment. He will be feelingly alive to the certainty that not a square inch of the superficies of his body has escaped the punctures of mosquitos and sand-flies; to which fact a painful itching and swelling, particularly about the region of his knuckles, bear ample testimony. Nor is this all. In process of time he will discover that the cockroaches have been making a hearty repast upon his shoes and gloves; that his trunks stowed away below are saturated with water; and, as the climax of his miseries, a khidmutgar appears bearing a tub containing the stock of sugar-candy now wearing the appearance of a living mass of red ants. Rarely is a budjero free from such vermin. When the evil is discovered it is too late to remedy it; for few are the opportunities of changing your quarters. There is no resource but "to grin and bear it."

On the right bank of the Hûgli, about four miles to the southward of Chinsura, stands the French settlement of Chundurnuggur or Chandernagore, now sunk from its palmy state. The magazine of Mons. De Bast, once rich in the produce of France, a lounge for idlers, and the place, *par excellence*, for purchasing bonbons, bijouterie, and musical boxes, is now a forgotten name. The French have nevertheless stamped the impress of nationality on this little town, of which one cannot but be sensible even when riding through its silent and almost deserted streets, where almost every alternate house is now ticketed, "Maison à louer." Perchance some prim old lady, "bien chaussée et gantée," glides noiselessly along towards the close of day, and returns the salutation of a superannuated beau, who has uncovered his well-powdered brutus.

Dropping down with the stream towards Calcutta, we next descry Barrackpûr and Serampûr. The latter, a Danish settlement, arrests the attention of the spectator from the river. Its well-built houses, church, and barracks, confer on it an air of importance, which is by no means borne out by a closer scrutiny. Here, as at Chundurnuggur, the population seems thin, commerce at a stand-still; and the little Danish garrison may truly say with Othello that their occupation (if they ever had any) is gone. Serampûr is chiefly remarkable as being the Alsatia or sanctuary of Calcutta. Here were wont to flock for safety, spend-

thrifts and gamblers, *el-devant* military who had carried out to its furthest extent the principle of spending half-a-crown out of sixpence a day—gentlemen liberal of campaign tiffins, but niggards in paying tailors' bills—broken-down tradesmen—and last in order, though most distinguished by the superior amount of ruin and misery entailed on others, we may name the insolvent members of Calcutta houses of agency.

Barrackpûr, directly opposite on the left bank of the river, is the head-quarters of the presidency division of the Army, and a large military cantonment. The view which it presents is exceedingly interesting: a succession of prettily-built thatched houses line the bank, the gardens and lawns stretching down to the water's edge. Here likewise is the country residence of the Governor-General, a handsome building situated in a park of much beauty. This spot affords the only specimen which I met with in India of a resemblance to English park-scenery. Forest trees of great variety are grouped on its verdant undulations; the carriage-drives are tastefully laid out; the shrubberies and flower-garden claim the admiration of all visitors; cottages for the reception of the staff (the principal residence consisting chiefly of banquetting rooms), a fancifully designed aviary, a menagerie, and other buildings, decorate the grounds. The aviary has not now a single tenant; and during the reign of economists and utilitarians the inhabitants of the menagerie were voted to belong to the unproductive classes. A fiat accordingly went forth that they should be suffered to die off, or, in the local phraseology of that period, "to be absorbed"—the doom of supernumerary Lieutenants, unposted Ensigns, and other victims to the god of Mammon.

Thus at my last visit the useless mouths had been reduced to a black panther, with a particularly hungry half-batta expression of countenance, and two pet rhinoceroses, who have wallowed in the mud which they now enjoy since their tenderest youth. The park, which is at all times open to the public, is the daily resort of the European residents, who here take their morning and evening exercise.

Barrackpûr is garrisoned exclusively by native troops, of which there are usually six battalions of infantry cantoned here. A stranger may distinguish the lines of a native regiment by the row of small square buildings, or "bells of arms," as they are called, designed for the reception of the arms of each company. The men are not provided with barracks, but on arriving at a station they quickly hut themselves, or take possession of the hovels vacated by the regiment they relieve. The sutlers form a small bazaar in the immediate neighbourhood of the corps to which they have attached themselves.

The parade ground is an extensive plain, well adapted for brigade manœuvres on a tolerably large scale. Although Barrackpûr is one of the most southerly and hottest of the stations of the Bengal army, it is not an unhealthy one: its proximity to Calcutta affords a facility for the purchase of European supplies upon reasonable terms, and to those who have the means of entering into the gaieties of the city of palaces it is a desirable quarter, but to many, these *agréments* do not counter-balance the evils of a half-batta station.

Our Lipputian fleet, which now lay off Fort-William, was occupied during one day in completing its stock of fresh water, the streams which intersect the Sunderbunds being salt or brackish. This accomplished, we continued our progress and entered Kidderpûr creek. Eighteen days



brought us to Kamurkali and a post-office, of all offices that which we were most desirous of falling in with. Heartily glad were we all to have bid adieu to the Sûnderbunds, with its labyrinth of streams. Hitherto having been within the influence of the tides, we had worked only with the flood, and during the ebb had anchored in mid-channel, a measure of precaution rendered necessary to guard against the visits of tigers, jackals, monkeys, and snakes, who alone inhabit these dreary regions. A rank vegetation, and an almost impervious jungle of stunted wood, extend to the water's edge.

The breadth of the streams which we navigated varied considerably; sometimes we were almost shut in between impenetrable forests, which at night sent forth their myriads of mosquitos to torment us, whilst during the day we were confined close prisoners to our boats, not having the means of communicating with the shore, even had we felt inclined to cultivate the acquaintance of our savage neighbours.

Seven days more found us at Bhugwângola. Here we parted with a detachment, and some of the pleasantest members of our society, who had to march from hence to their regiment stationed at Burampûr, about two stages distant.

The Rajmuhl hills which are soon after descried in the distance, occasionally throwing a spur across to the river, are hailed with delight by the weary voyager, whose eye seeks for relief from the everlasting succession of plain and sand-bank. At Kuhulgâng masses of black rock rise from the bed of the river; and during the rainy season, when the current runs with rapidity, the navigation of this part of the Ganges is somewhat critical. At Janguira the largest of these rocks emerges from the middle of the stream. It is known as the "fakir's rock" from the circumstance of its being inhabited by a devotee. A small temple and dwelling-hut are perched upon or near the summit.

A denghi conveyed me to this pigmy domain. Ascending by a steep and rugged flight of steps, I found myself in presence of a filthy human being attired in the garb of nature. His long discoloured hair plaited and bound round his head, and his body plastered with the favourite fragrant composition of cow-dung and ashes. This prepossessing demi-god, the idol of the females in the neighbourhood, was lazily reclining upon a tiger skin, from which he rose, as I departed, to ask for "buckshish\*."

Monghîr boasts of the ruins of a native fort, and a still flourishing bazaar, whose artizans are noted for their ingenious imitation of English hardware and furniture. It is likewise the rendezvous and school for barbers, whence they disseminate themselves over the whole presidency. No sooner has a boat brought to at Monghîr than the deck is crowded with a host of knights of the comb and razor, clamorous for employment. Present yourself outside the cabin, and your hands are immediately laden with a counterfeit Manton or Nock. A glance towards the bank shows an array of pistols and toasting-forks, tables, work-boxes, and writing-desks.

As far as externals the imitation is creditable to the workmen; but I must add, "caveat emptor;" for, like Peter Pindar's razors, these wares are only made "to sell." A few civilians are located at Monghîr; and within the fort reside both officers and men on the invalid and pen-

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\* A present.



sion establishments. The hot spring of Sita Kûan, having a temperature of 180° of Fahrenheit, is at a short distance inland, the water of which is in great request for a sea voyage, by passengers who choose to supply themselves with a private stock of that scarcest of all commodities on shipboard.

• I must hasten past the large and ancient city of Patna; shrouded in a forest of lofty palmyras. As we slowly tracked through the numerous boats assembled here for commercial purposes, our noses were regaled from many human corpses floating past, upon which crows and vultures, both in and outside passengers, were repasting, whilst numerous lean and gaunt paria dogs kept an anxious look-out on the bank, for the chance of a prize being drifted within reach.

On passing Jâfir Khân's garden and the city of Patna, the mind involuntarily recurs to the horrible butchery of the unhappy Ellis and his companions, victims to the rage of Kasim Ulli, who, in revenge for his defeat by Major Adams in 1763, and the capture of Monghîr, ordered a massacre of his European prisoners, amounting to upwards of one hundred; a barbarity which was perpetrated by treachery under the superintendence of the German mercenary, Sumroo or Somers.

At a distance of about ten miles from Patna, with which it is connected by the civil station of Bankipûr, and the suburb of Dîgah, is the cantonment of Danapûr, a station for European troops, which we reached in six weeks after our departure from Calcutta. In addition to a King's regiment (13th light infantry) there were at this time three regiments of native infantry in garrison.

Danapûr is the head-quarters of a division usually commanded by a Brigadier-General. It is a half-batta station, without any redeeming points, and by no means a favourite quarter with either the King's or Company's Army.

On the fifth day after leaving Danapûr our fleet encountered one of those tûfans or hurricanes, which are of frequent occurrence at this season, though rarely are they of so terrific a nature as that which we experienced. We had sailed with a fresh breeze all the afternoon, and late in the evening the fleet was moored on a low sand-bank. Towards dusk the wind gradually died away, and was succeeded by a stillness and oppressive heat which was almost intolerable. About eight o'clock it became intensely dark; not a star twinkled in the heavens. The only light proceeded from the straggling range of fires at which the boatmen were preparing their meal. Presently a cool damp breeze fluttered through the venetians, for which at the moment we felt thankful, as a relief from the suffocating heat of the evening; then, with the rapidity of thought, came a violent gust which raised the sand in a dense mass, carrying it along with a solidity almost incredible. Our boat, yielding to the wind, flew to the full extent of the ropes by which she was attached to the shore, heeled over for an instant, and then as suddenly righted as she broke away from her moorings, and was rapidly whirled into the centre of the stream. I had undressed myself, and was sitting in the inner cabin: a brother officer, poor H., who was joint occupant of the cabin, had just left me. The shouts of the boatmen from the shore—the cloud of sand which almost blinded me—the sudden lurch, and consequent crash of glass and crockery in the outer cabin, instantly roused me. Rushing on deck to prepare for the worst, I groped my way to the mast, to which I clung. At that instant I heard a splash as

of some heavy body falling into the water. To see was impossible, even the plank I stood upon ; but I afterwards entertained little doubt that it was then that H. leaped overboard. He was probably unaware of our having drifted from the bank, or he preferred the chance of gaining the shore by swimming, to remaining to the last by the boat.

But the most expert swimmer could not have lived in such a sea as had risen, almost instantaneously, during this strife of the elements. Every second the wind seemed to rage with increased fury : in the darkness I retained my grasp of the mast, uncertain whether the boat was drifting, or what would be the termination of this awful crisis. By a change as sudden as that which had marked the advent of this storm, the sky was now rent with the most dazzling forked lightning, peels of thunder rapidly succeeded each other, and the bursting clouds poured down on us a steady and heavy torrent of rain.

I was speedily recalled to a sense of the necessity for exertion, by a shock which warned us that the boat had grounded. There were at present on board only another officer besides myself, with three of our servants ; the remainder, with all the boatmen, had been ashore cooking, when the storm burst upon us.

The obscurity prevented us from ascertaining our position relatively with either shore, but in the course of half an hour, the sky having cleared, we found that the boat had grounded on a bank at a short distance from the lee shore ; taking a rope, I went over-board and secured it to a wreck imbedded in the sand. All immediate danger appearing to be at an end, we were enabled to provide ourselves with dry clothes, and to turn our thoughts to our companions, speculating upon what their fate might be. During the night several of them were brought in by the natives, who had rescued them from most unenviable situations : we were enabled to afford them shelter, for few had fared so well as ourselves.

Daybreak revealed the crippled condition of our fleet. Of five budjeros, one only remained on the opposite side of the river, with a few of the country boats. Of the remaining four budjeros, one was lying near our own ; another had capsized, and now, with her mast fixed in the bed of the river, presented to view only a few feet of the bottom above water ; of the fifth not a trace was to be seen, she had gone to pieces, or sunk soon after drifting. Reports were now brought in of the missing, who eventually proved to be less numerous than we had anticipated. The continued absence of H. confirmed our worst fears ; still, as the body had not been found, we entertained hopes until evening, when the people despatched in quest of him returned from an unsuccessful search.

It was then but too certain that one of the most youthful of our party had been taken from us. It is not for mortals to presume to judge of fitness or unfitness : if man cannot even know himself, how shall he span the thoughts, and read the hearts of his fellow men ? Nevertheless the conviction seemed to force itself upon each of his surviving companions, that the absent one was better prepared than himself to stand before that tribunal where all must finally render an account.

The two following days were occupied in refitting and in endeavours to recover the debris of our property. By dint of hauling some of the wrecks towards the shore, and diving into others, some few things were restored to their owners, though in a condition which rendered them



almost valueless. The shore was strewn with infantry and cavalry uniforms and appointments, books and surgical instruments, all of which might have been mistaken for any thing but what they were or had been. At length, having doubled up in the remaining boats, we quitted the scene of our disasters, and aided by a stiff breeze, a few hours brought us to Gazipûr, the next station for King's troops. As I shall have an opportunity of speaking of a subsequent residence at this place, I will now merely observe that the view of its precipitous bank and scattered tiled houses is any thing but prepossessing to the stranger, whose eye in vain seeks for the rose-gardens for which Gazipûr is famed.

Our stay was not protracted, for our experience of the comforts of travelling on the Ganges was so matured, that we felt it superfluous to interpose any unnecessary delays in reaching our destination. We were favoured with as many opportunities of perfecting our knowledge of the perils of the river, as the most curious in these matters could possibly desire. A constant succession of storms, sometimes two or three occurring during the twenty-four hours, impeded our progress by day, and roused us from sleep by night.

Benares, or Kâshî, the holy city, as seen from the river, has a striking appearance, with its numerous ghâts, some blackened with time, others, new and white, glittering in the sun, its lofty and graceful minarets towering above the closely-packed houses, and its numerous Hindû temples sprinkled along the bank. Pansûis and bhaulias are gliding up and down the stream, throngs of persons people the ghâts, some idling and talking, the greater part standing breast-deep in the river, cleansing their bodies or their garments, and an unbroken string of females, with brass or earthen vessels supported on the hip or poised on the head, are ascending and descending for a supply of the sacred stream. A little in advance on the opposite side we passed Râmnuggur, the residence of the Râjah of Benares, and the following day reached Chunâgur, a fort situated upon a rocky eminence rising abruptly from the river. Here, and at Ullahabad, native state prisoners are kept in durance vile; amongst others, Dârjun Sâl, the Bhurtpûr usurper. There is likewise in both fortresses an ample suite of solitary cells for less distinguished offenders, whose misconstruction of the articles of war, or non-appreciation of the excellence of military discipline may have entailed on them a temporary but compulsory seclusion from society and professional avocations. In addition to some European and native invalids and pensioners, a small detachment of infantry from the neighbouring cantonments of Mirzapûr or Secrole constitutes the garrison of Chunâgur.

The fortress of Ullahabad, at the confluence of the Ganges and Jumna, is the strong-hold and magazine of the upper provinces. In this dead plain it has an imposing appearance, particularly towards the land-side, where it is regularly fortified. In the dry season the water is so low that it is accessible on the river side from numerous sand-banks, the favourite haunts of legions of alligators. It is curious to observe here the meeting of the two streams; the waters of the Jumna are blue, whilst those of the Ganges are of a yellowish brown or clayey hue. The former rolls on impetuously between steep banks, whilst the latter creeps lazily over sand-banks which rise gradually from the water.



Adverse winds and the increased strength of the current, for some distance before reaching Ullāhabad, delayed our progress considerably ; at length we got out of hearing of the morning and evening gun of the Fort, and thirteen days after reached Kānpūr, completing our journey from Calcutta in the space of eighty-nine days, including seven days of stoppages.

According to the Post-Office regulations the estimated distance by land from Calcutta to Kānpūr is six hundred and forty-three miles ; add to this one-third of the whole distance for the tortuous windings of the river, at a season when the water is at its lowest, and one hundred miles in excess for the détour through the Sûndurbunds : this will give about nine hundred and fifty miles as the distance we had accomplished in eighty-nine days, and we were considered to have made a quick passage. The tediousness of this mode of travelling will be manifest, on reflecting that the voyage of thirteen thousand miles, from the Land's-End to Bengal, is now frequently made in ninety days by sailing vessels.

Kānpūr, seen from any point of view, is as unpicturesque a place as the eye can rest upon : it is situated on the right bank of the Ganges, which, for some miles before reaching the cantonment, is lined by insignificant houses, or a bazaar of huts. The bank is steep, and of *kunkur*, a conglomerated flinty gravel, unproductive of a blade of grass, for which latter commodity the grass-cutters are compelled to resort to the territory of the King of Oude, on the opposite side of the river. To the arid nature of the ground may be attributed, in some measure, the intolerable heat experienced at Kānpūr : the compact mass under the influence of the mid-day sun becomes like a heated rock, and parts with but little of its caloric during the short and oppressively close nights which succeed to the broiling horrors of the day.

The station of Kānpūr, measured from Juhajmao, at the S.E. extremity, to Nuwābgunj, at its N.W. limit, comprises a space of nearly six miles, an extent which, with the excessive heat and the straggling disposition of the different quarters, would seem to be no inconsiderable drawback to social enjoyment and conviviality.

These causes do operate to the prejudice of the most pleasing description of society, namely, the frequent intercourse of the few, whose congeniality of mind and pursuits teaches them to substitute rational conversation and unaffected cordiality for ostentatious dullness and frigid ceremony ; but in every species of public entertainment, Kānpūr has always held a distinguished place, and latterly, in its palmy days, has perhaps eclipsed Mirut, the metropolis of the upper provinces. In races and theatricals, in fancy balls and in race balls, in musical parties, in the display of equipages, and in female beauty, the contest between the rival stations was long carried on with varying but undecided success ; though for match-making and match-breaking Kānpūr might be taken for choice, or " have the call," as they say. At length, however, a glorious succession of incidents, such as in an English journal would be introduced by an allusion to " Doctor's Commons," and " employment for gentlemen of the long-robe," gave to Kānpūr an enviable and delightful notoriety, which inflicted a death-blow on the pretensions of its rival.

From Nuwābgunj, chiefly the residence of the civilians, and the site

of the Kutcherris,\* the main-road is most uninteresting. On nearing the infantry lines it branches off in three directions, one road running near the bank of the river, a second skirting the range of barracks occupied by the regiment of European Infantry, and the third crossing the grand parade, which is flanked to the westward by the huts of the Native Infantry regiments, and these again are backed by the town of Kânpûr. The last two named roads unite near the theatre and assembly rooms, previous to reaching the course or public drive,—a broad avenue, lined on either side with trees, and bounded, according to the season, by a dusty plain or a swamp. At the extremity of the course stand the riding-school and the Horse-Artillery lines: beyond these, to the left or rear, are situated the stables and barracks of the King's Cavalry, (Dragoons or Lancers), and on the right and somewhat more distant, are the lines of the Native Cavalry.

The Foot-Artillery are placed in a more central situation between the Cavalry and Infantry cantonments.

The old race-course is in front of the Native Cavalry lines, and the new one still farther in advance.

Kânpûr, with its large European community of civilians, military, and merchants, is still, or was two years ago, without a church†, although the station has always been provided with two chaplains, one of whom addressed his congregation in a bungalow‡ in the infantry lines, appropriated to that purpose, whilst the other assembled his flock in the riding-school, where the floor was so damp and the diminutive windows which ventilated it were so high, that it would have been equally desirable and appropriate for every one to have attended on horseback.

The military force assembled at Kânpûr consists of one regiment of European and one of native cavalry; one regiment of European and three or four of native infantry; two troops of horse-artillery, and ten companies of foot-artillery. This large force, with a proportionate staff, is ill-bestowed at a station so far removed from our frontier. The inconvenience of making Kânpûr the head-quarters in the upper provinces of the Quartermaster-General's, the Commissariat, and the Ordnance Departments, would be apparent in the event of any military operations upon, or in advance of the Sutluj, or of any disturbances arising in the peninsula of India, if it became necessary to employ there any portion of the Bengal army. It may be expected that, ere long, a transfer will be made to Agra, or perhaps a more eligible post be formed in a direction still farther westward, towards Ferozpûr and Lûdhiana.

The barracks for the King's infantry here are built upon a dry and rather elevated spot, and consist of parallel ranges of thatched buildings, each capable of accommodating a company, the intervening spaces affording a private parade. On the west the barracks are skirted by the main road; and to the east, or looking towards the river, is that spot consecrated to duty rather than to pleasure—I mean the parade-

\* Native courts of law.

† Just before I left India the Government, urged by the clergy, was beginning to bestir itself in this matter, and has, I believe, at length promised to assist the church-building fund in supplying this shameful deficiency in so important a station.

‡ A thatched house.



ground, which is of ample size for a single regiment to put in practice all or any of the delightful studies submitted to the attention of commanding officers by the tacticians of the Horse-Guards. The main-guard is at the northern extremity of the upper parade-ground. The officers' guard-rooms might, I think, for filth, heat, and general discomfort, confidently challenge his Britannic Majesty's possessions to find their equal. The houses adjacent to the parade and mess-house are rented by the officers at rather an exorbitant rate compared with other cantonments.

Kânpur was, until recently, the nearest station to Calcutta at which King's troops receive full tentage\*. When in the receipt of full or half tentage, officers have to furnish themselves with quarters, as they are upon field-allowances, and expected to be in possession of tents. When not in the receipt of tentage, Government either provides them with barracks, as at Burampûr and Fort William; or, as in the case of married officers at Chinsura, grants them lodging-money according to their rank—of which last arrangement it may suffice to say, that it is far more agreeable to field-officers than to subalterns.

The houses here and throughout the upper provinces are thatched, and consist of merely a ground-floor. The thatched roof is found to afford the best defence against the rays of the sun. The hospital is distant about three quarters of a mile from the barracks; and the burial ground for the soldiers is double that distance in an opposite direction. The road to it, lying through a bazaar rife with noxious vapours and intolerable stench was, in the hot and rainy seasons, daily traversed by many who considered their lot little better than that of their comrade who was spared the annoyance of returning.

Parades in India commonly take place soon after daybreak, or, if in the evening, towards sunset. During the summer season the heat of the sun after eight A.M. is so intense as to render exposure, particularly under arms, highly inexpedient: even guards are permitted to divest themselves of their accoutrements between the hours of eight and four. In the upper provinces, and during the winter months, I have seen parades formed for field-exercise at eleven o'clock in the forenoon without prejudice to the health of the troops; and at all seasons of the year some few men may be observed engaged at rackets and other violent out-door exercise. I know not whether at Madras, exposure to the rays of the sun is attended with less byeneful consequences than in Bengal, but certainly amongst the men, those who seemed most partial to out-door amusements or who entertained the least apprehension from exposure, were such as had volunteered from regiments leaving the Madras presidency.

A distinguished officer, possessing considerable experience of Indian service, who had the temporary command of the forces in Bengal, was of opinion that a close confinement to barracks during the heat of the day operated more perniciously upon the soldier than moderate exposure, inasmuch as the former had a tendency to depress the spirits and paralyze the energies of the men. In support of this theory an order appeared in the year 1835, discountenancing the restrictions by which

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\* By an order published in January, 1836, full tentage is granted to the King's troops quartered at Huzaribagh, Gazipur, and Danapur.



commanding-officers of King's regiments were wont to keep their flocks from wandering during the noonday heat. Perhaps there may appear some grounds for the opinion on which this order was based. In India the private soldier has no occupation in barracks. One servant cooks his meals for him, another sweeps his room, a third shaves him; a fourth blacks his boots; if on guard, his bedding and meals are brought by a servant; he does not, even in all cases, clean his own arms and appointments. How on earth is he to kill time, and get through the day? True, there is a library for him to frequent, but to enjoy his visits there it seems desirable that he should be able to read. Thus the hours must hang heavily enough upon his hands in a barrack-room; and it can scarcely be a matter of surprise if, while panting with heat and thirst, he brood over the miseries of a climate which sensibly impairs his constitution, and debars him from the exercise and recreation to which he has been accustomed from his youth; or, if reflecting upon the distance which separates him from his relatives, and the numerous chances against his living to complete the long period of banishment for which he is exiled from his native country, he should become listless and careless in the performance of his duties. To combat or guard against falling into this state of despondency there seem to be but two resources—intoxication and bodily activity. If, in encouraging the latter, with a view to banish thought, it was hoped to obviate the other alternative, the scheme was entitled to a certain measure of approbation. Still, with all deference to so high an authority I must hold the opinion that, in so far as regards the *health* of the European troops, nothing is so much to be dreaded as exposure during the heat of the day. The remedial measure suggested appears to have reference more to the minds than the bodies of the soldiers, and however much confinement to barracks may impair their *morale*, it is nevertheless the best preservative of health.

Amidst all the disagreeables of heat, sickness, dust, and scandal,—in which latter commodities Kânpur may compete with the world,—excitement was not wanting to occupy the thoughts of the community and to save them from the necessity of feasting upon discontent. Assemblies were held every fortnight; an amateur play was occasionally got up; a few determined sons and daughters of harmony established periodical reunions to discourse most eloquent music; and the votaries of whist assembled in great force, twice a week, the members finding house-room and entertainment each in their turn. On these last occasions operations commenced at the card-tables at noon, and were carried on without interruption until sunset, when buggies and horses were in requisition for the evening drive or ride. Returning thence, dinner was ready to satisfy the hungry or provoke the appetite of such, as languid from the fatigues of the day and the effects of climate, felt a very loathing at the thought of eating. The members of the latter class—the more numerous during the oppressive summer heat of India—are not, however, the less able or willing than the most valiant trenchermen to perform their part in gulping down oceans of iced *lâl shrâb* (claret) or *wilâyuti pâni* (soda-water). A cup of coffee dismissed the party to the card-tables, where each assumed the countenance adapted to his present circumstances. That dark-looking gentleman, with the bold, confident bearing, is evidently enjoying a run of good cards, if we may

judge from his countenance—the habitually comic expression of which is heightened by the temporary contortion of one corner of his mouth, from which the stump of a genuine manilla protrudes. His partner seems equally contented: his compressed lips being embellished with a similar ornament, whilst an awfully stiff glass of brandy-pâni stands on a tipâi by his side. The profuse perspiration on the fat face of one of their antagonists, who continually looks up impatiently at the punkah, sufficiently attests a losing game; whilst the same feelings are betrayed in his partner by a nervous excitement and the most rigid attention to his game. At the next table behold that shrivelled *koi-hai*, with the copper-coloured phiz and merry twinkling eyes. The mere pleasure of playing shorts, with the luxury of a good *chillum*, are ample amends to him for the rupees which are rapidly oozing out of his well-filled pockets. His partner is a staid quiet-looking man, with his scanty white hair brushed down over his forehead, and, if I can read his countenance, he is consoling himself for his present bad fortune by the reflection that he has booked forty *chicks*\* on the right side before dinner.

But now midnight is proclaimed;—the last rubbers are completed, tablets are produced and entries made—memoranda exchanged, and all parties rouse themselves for the wind-up. Stepping into an adjoining room, which seems a paradise for coldness, behold the supper-table adorned with a couple of cases of sardines, a chicken salad, a pile of anchovy toast, and a red hot devil, such as the palate of the most inveterate curry eater could alone tolerate. These, and the draughts with which they are washed down are dispatched with the expedition of men who wish to court sleep for a few hours, ere the unwelcome notes of the parade-bugle remind them of the inevitable misery of donning a shell-jacket over a body smarting with prickly heat.

BARBAROSSA.

[To be continued.]

Errata in the 1st Part of the preceding Article, in the March Number of the Journal.

| PAGE | LINE | FOR            | READ           |
|------|------|----------------|----------------|
| 305  | 6    | Landheads      | Sandheads      |
| 306  | 49   | basso cantate  | basso cantante |
| 308  | 14   | gold mohr      | gold mohur     |
| 310  | 44   | Breach Captain | Brevet Captain |
| 310  | 45   | possessing     | possessung     |
| 313  | 23   | Utten          | uttur          |
| 314  | 20   | Zulloh         | Tulloh         |

\* Contracted from *chicken*, a corruption of *zuquin*, here used to denote the sum of four rupees, although there is no coin of that value in circulation in Bengal.

## THE DRUMSTICK CLUB ; OR, SKETCHES OF NAVAL LIFE.

## No. VII.

"Now then," exclaimed several members of the club, after their usual repast, "we shall have the mystery of Jolly's ghost solved."

"All in good time, gentlemen," said he, spreading his memorandums on the table; "all in good time, and you shall know everything."

"Well, I'm blow'd if it arn't beat me out and out," said Starnboard in an under tone, "how a dead body, without any brains, could make sail arter a fellow in that fashion."

"Why, that is the very head and front of his offending," observed Buffstick; "if the body had had any brains he would have laid still like a quiet and decent corpse, and not have gone to make a fool of himself merely for the fun of frightening others."

"It was a d—d uncivil thing, at all events," rejoined Starnboard; "the Lord keep me clear of all speerits——"

"Except rum," said Harry Helm; but silence being ordered, the marine officer proceeded with the

## CONTINUATION OF THE BIOGRAPHY OF BERTRAM JOLLY, ESQ. R.M.

"My last left me," said the narrator, "insensible at the door of the stable, with a pair of bloody arms round my neck—my present finds me recovering my reason, as I laid stretched on a bed of dry plantain leaves in a small hut of rude construction, but cool and shady, and by my side on the ground stood a calabash of milk. I had awoke from sleep, and at first could not collect my scattered senses; but finding myself extremely weak, I lay perfectly still, and soon afterwards became aware that a negro was close to the building, by hearing him hold converse with himself.

"'Haugh boy! dis neber do,' said he, 'whar for leab me here by my mesef to tent da piccaninny buckra—go for dead bum-by—sodger, come, wherra me head den? 'Tick em on a pole in de bush for jumbee, no good dat.'

"Dim recollections of the past floated like shadows before my mind; and from the observation of the negro I was induced to believe that I was not a free agent. A profuse perspiration was rushing out at every pore—my head was dizzy, and I experienced a great thirst, which I endeavoured to allay by swallowing all the milk, and having again covered myself over, remained quite quiet; and the stillness of the place was only broken by the murmurings of the negro, and his humming over some ditty, apparently like the school-boy 'whistling aloud to bear his courage up,' till at length he broke forth into the following ballad:

"'Buckra man cum ober da sea—  
Ky, boy, hearee da wind blow 'trong—  
At a coast of Jinny he catchee for we;  
And we sail away for eber so long.

"'Garamity, whar for dem nigger makee me wait? But nem mind, tan littlee longer.



“ ‘ At last we get to Bajian\* shore—  
 Ky, boy, hearee da wind blow high—  
 And we see coast o’ Jinny not neber no more;  
 But him ‘cotchman gie us fish ha’ one eye †

“ ‘ Ky, me no like dis—not hear nobody peak but mesef! Wherra dem boys for, for winceable army ob liberate—dey march! haugh! Garamity, pose em run away, leab me here—whar for me feared?

“ ‘ De dam oberseer, he makee me work—  
 Ky, boy, hearee da wind fly quick—  
 He callee me tief and a blackymoor Turk;  
 And he gie fum fum wid a bamboo tick.

“ ‘ One day to de boiling-house he come—  
 Ky, boy, hearee da wind blow low—  
 And he swear he gib us all fum fum,  
 Spose more harder we workee! No?

“ ‘ Den from de juice he take one drop—  
 Ky, boy, hearee da wind him fall—  
 And into de copper he slily pop;  
 And nobody see him, not neber at all.

“ ‘ Haugh, haugh, dat good fun for we—haugh, haugh, haugh!

“ ‘ Into de copper he slily pop;  
 And nobody see him, not neber at all.

“ ‘ Dey say dam nigger push him in—  
 Ky, boy, hearee da wind and rain—  
 And we boil him dere, fles, bone, and skin;  
 And he neber gie we fum fum again.”

“ ‘ Haugh, neber see de day for gie fum fum again, now me free man. Tan you please, spose me look at him prisoner,’ and I could hear him advance towards the hut. Stretching myself out on my back, with my arms stiff by my side, my eyes staring wide open, and holding in my breath, I awaited his approach. He was a little old man, totally destitute of clothing, except the cloth around his loins, and a tattered blue waistcoat with a scarlet collar, over which were his rough leather cross-belts, sustaining his bayonet and cartouche-box. He trailed his musket in his hand; and though without a hat, he had contrived to stick what Sam called ‘a cock egg’ in his woolly hair. He looked at me with much earnestness for a minute or two, and then mournfully uttered,—

“ ‘ Da poor buckra gone dead for true, and Sampson be all alone—oh!’ and he shuddered, ‘Prhaps him Jumbee sal hant me and whar me do—oh! wharra for you look at poor nigger ~~in~~ a fashion—no?’

“ I continued motionless, yet he did not dare come nigher to me; but as if to try whether I was really dead or not, he slowly raised the butt of his musket to his shoulder, and gradually brought the muzzle point-blank at my breast. Had I moved, it is probable he would have fired through trepidation. It was, however, as I had conjectured, only an experiment; and though you may naturally suppose that it required considerable presence of mind to remain quiet, yet I considered it the safest plan to do so, and this time I was right.

“ ‘ Poor buckra for dead,’ said he, mournfully, ‘and now me go for find me comrade, Missee Juno.’”

\* The negro pronunciation of Barbadian.

† “Fish ha’ one eye,” is half a red herring—the fish being split down the back—it is a common term among the negroes to express a niggardly person.

"He was moving away, but suddenly turned back again; and had I in the slightest degree altered my position, I should probably have been detected.

" 'Tan littlee bit, you please, Misser daddy Sampson—no go away, for leab young gentleman wid he eye open, for see Jumbée,' and he approached by slow steps, as I supposed, to close my eyes; but no sooner had he reached my feet, than I gradually raised myself upright, still keeping my eyes fixed upon him. What urged me to do this I do not know—it was partly a love of fun, and partly with the hope of driving the old fellow off; and in the latter I succeeded, for he yelled out, dropped his musket, and rushed towards the doorway, through which he was making his escape headlong, when his progress was violently arrested, and he was thrown back into the middle of the hut, where he lay kicking and sprawling and screaming. A strange uncouth figure, whose features and naked body were striped something similar to a clown's at a fair, entered, and quietly folding his arms, leaned against one of the uprights of the building. It was a red Indian, in his war paint, and he was speedily followed by several soldiers, who immediately secured the terrified negro; and I was very highly gratified to see accompanying them my servant Sam. The poor fellow was delighted beyond measure—he threw himself by my side, took my hand, and pressed it between his own, and fairly sobbed with emotion,—'Tank Garamity,' said he, 'me hab de felicity to find my massa—wharra for dem nigger take you?—dere him, massa governor fret him gizzem out for tink you go dead—de heart for me crack wid glad spouse catchee you again, haugh, boy,' and he turned to the Indian.

" 'I am very pleased we have discovered you, Sir,' said the serjeant of the party, in whom I recognised the individual that had been sent with me to the plantation for a conveyance for Captain Grant. 'We have had some trouble to do it; but Eagleclaw got at last upon the right trail, and we followed it up as speedily as possible. How do you find yourself?'

" 'I should scarcely know,' answered I, 'that there had been anything the matter with me but from my attenuated body, and the excessive weakness I feel. But tell me, serjeant, where am I, and how came I here—what has happened since?—oh, God, I remember it now,' and the thoughts of the murdered man almost overpowered my reason.

" 'I have no time to enter into explanation now, Sir,' returned the serjeant; 'that black fellow has companions somewhere in the bush, and they will be here before long to look after him—we must post the men, and try to trap them all.'

" 'But you will not leave me in this condition, and alone, serjeant?' remonstrated I; 'it is not possible for me to defend myself—you will at least leave Sam?'

" 'Yes, yes,' said Sam; 'me stop wid me massa—neber leab me massa more noder time.'

" 'You must go with us for the present, Sam,' replied the serjeant; 'your master will not be left entirely alone. Eagleclaw will remain with him—won't you, John?' An expressive grunt was the answer. 'He'll take care of you, Sir,' continued the serjeant, addressing me; 'and now, my lads,' turning to his party, 'bring that fellow along, and if he makes the least noise, put a bay'net through him.'

"In a few minutes the soldiers departed with their prisoner, whose terror was extreme, leaving the red Indian with me, still leaning with his arms folded across his breast. As soon as the hut was clear he gave a slight glance round, and then coming to my side, he laid down his rifle and covered it with plantain leaves. Having done this, he crouched himself up near my head, in an attitude which brought his ears down on a level with, and between his knees, and then he motioned to me to cover his body with plantain leaves, which I did, leaving nothing visible except his dark but fierce eyes. This arrangement had not been made many minutes when we heard a female voice at a short distance, calling out, 'Saamson, Saamson,' several times, to which the captive negro answered (as I suppose compelled by the serjeant), 'Me for here, aunty—me for here.'

"'Garamighty, why you no peak den for tella me,' returned the negress; for that she was one of the African race I could readily know by her dialect. A noise and bustle outside of the hut gave notice of her near approach, and again we heard her. 'Ky, Saamson, whar for you leab your post, eh?' She peeped in at the entrance, and uttered in an under tone, 'Buckra for want me?—poor boy, dem blaack-hearted nigger for take him away! Saamson, why you no peak a me! Saamson!' She listened a minute or two, as if in alarm, and then added, 'Garamighty whar dis?—he neber peak—why you no peak, you old fool?' She entered the hut, and looked round, whilst I pretended to be sleeping. 'He neber not here dat Saamson,' said she in a half whisper, and then continued in a voice of kindness, 'and de buckra boy no for wake—dat good, spose him breat saftly.' She came to me on the opposite side to that on which the Indian had coiled himself, and laying her hand gently upon mine, she felt the moisture on my skin. 'Tank Garamighty,' uttered she in a low but fervent tone, as she spread the dry leaves over me. 'Mus cober 'em up close, now him debel feber gone.' She pulled the screen from the Indian, who sprang upright, whilst the old woman shrieked out, 'Him debil feber dere! Garamighty help poor nigger!' and she threw herself flat upon her face. My friend the serjeant entered, and having raised her up, recognised an old acquaintance. Sam also came running in, having been apprised by the prisoner that the individual was his own mother. There is, perhaps, no class of persons in existence that pay more deference to age than the negroes; and this feeling is greatly heightened when the ties of parentage or other relationship is added to advanced years. Sam approached his mother with great respect, and mutual explanations were entered into; and as a party of Eagleclaw's tribe arrived, a rude sort of palanquin was immediately prepared, upon which I was laid, and, accompanied by Sam and his mother, was carried to the nearest plantation, a distance of about three leagues. I shall embrace the interval of my journey to clear up the mystery in which my situation was involved; to do which I must go back to the period when I discovered the body of the murdered white man in the kitchen of the house I had entered when despatched to obtain a conveyance for Captain Grant.

"It appeared that the serjeant had followed closer upon my track than I was aware, and I had filled up some time in putting up my horse and examining the premises, and the serjeant, instead of ascending the flight of steps in front of the building, had entered the door into the stores upon the ground floor, which communicated with the kitchen by



means of a ladder or stairs, terminating in a trap-door at the top, and upon which the corpse was lying. On hearing my shouts, the serjeant had replied from one of the closets or divisions of the store, and hence proceeded the sounds which, in the fevered state of my mind, I imagined were issuing from the breast of the dead man. The serjeant hastily mounted the ascent to the kitchen, and raising the trap-door, threw the mutilated body at my feet, as I have before described; he then clambered up himself, and it was his footsteps that alarmed me—it was he that pursued me to the stables, and, as you may now surmise, it was his arms that were thrown over my shoulders to arrest my flight.

“And so there was no ghost, after all,” said Hatchitt; “your raw-head and bloody-bones has turned out simply to be a serjeant and a corpse. Now, that is what I call provoking! However, no matter—more of that hereafter. I’ve got a real ghost for you, when my turn comes.” A general laugh followed this announcement, after which Mr. Jolly continued:—

“Finding me utterly insensible, the serjeant conveyed me to the overseer’s room, and mounting my horse, rode back to the General with the information of what had occurred—that meeting a party of men carrying Captain Grant, he returned with them, but I was gone, and not a single trace could be discovered relative to my departure. From Sam’s old mother, however, I subsequently learned that some of the retreating negroes had arrived during the absence of the serjeant, and they had made me prisoner, under the hope that I might, when recovered, act as a sort of hostage for their safety, and if I died, of course nothing would be known about it.

“In a little retired nook attached to the next estate lived Sampson and Juno, two old creatures past the day of labour, who were permitted to cultivate a bit of garden for themselves, so as to require but little assistance from the manager—they were slaves who had lived many years upon the estate, and to whom declining life had brought a sort of emancipation from compulsory toil. The negroes in their retreat passed close to the hut where Juno was preparing her lonely meal (for Sampson, old as he was, had joined the revolters), and they halted for a short time, that she might ascertain whether there was any probability of my recovery, as great weight is attached to the medical opinion of the aged. The moment she beheld me she rated them soundly for conveying me away, and besought them to let me remain with her; but finding entreaties and threats unavailing, she determined to go with them and become my nurse. This was precisely what they wanted; so, retreating deeply into the bush, a temporary hut was constructed in a spot which perhaps had never before been visited, and the chances were greatly in favour that it would still be concealed from all but the prying eyes of the red Indians. And this was the fact; for had not one of Eagleclaw’s tribe discovered my retreat, and communicated it to his chief, who reported it to the post-holder, and from thence it was forwarded to the Governor, no party could have possibly traced out the obscurity in which I was placed. Samson had joined his old companion Juno—being appointed guardian of my person—and I have reason to believe that both acquitted themselves with great humanity and attention. Indeed, to Juno I might consider myself indebted for existence, as she had travelled many weary miles every day to procure me milk and other necessaries which it was impossible to obtain in the place where we were.

"A week had elapsed since my capture, and I once more was extended on a comfortable bed at plantation L——, where, by the kindness and assiduity of the worthy host, I hourly gained strength. Sam told me all the news—the revolt had been stayed, but was not yet crushed. Philip Augustus had been tried and executed, notwithstanding the internal struggles of Sir Edward to save him. Captain Habakkuk and Captain David had both been taken and shared a similar fate, and their heads had been struck off and elevated on poles in different parts of the colony, as were also some of the minor actors in the insurrection. Captain Grant had been conveyed to his residence in the town, where he still remained in a precarious state from his wound; and lastly, his Excellency the Governor was labouring under severe indisposition, brought on by excitement and over-activity. The murdered white man was the overseer of the estate, who had rendered himself obnoxious to the slaves by his tyrannical disposition; and when they rose, knowing that he had no mercy to expect, he defended his life with desperation; but at length, overpowered by numbers, he retreated to the kitchen, where a finish was put to the scene of butchery.

"It was some time before I recovered strength to stand any fatigue; but my desire to get to the town was so powerful that I at last prevailed upon the doctor to let me return, and the gig was prepared for the purpose. In the cool of the morning Sam drove off, delighted at the thought of once again getting to Government House. About noon I felt extremely weak for want of refreshment; the sun was darting down the intensity of his burning rays—the breeze had entirely died away, and the mosquitoes were swarming about us in myriads. 'We must try and get shelter somewhere, Sam,' said I—'what building is that upon our left?'

"'Darna plantation D——,' replied Sam; 'but no good for go dere, Saar. Massa see em pole tick in a corner bum-by—Em bad nigger lib dere—manager cruel too much—but top at de nex you please.'

To this I assented; and as the heat of the sun had become almost insupportable, it was with real pleasure that I saw him turn in under an avenue of superb cabbage-trees towards a handsome building erected in a superior style to any of those which I had yet seen. The gate to the court before the house was promptly thrown open by a stout negro lad, and we drove up to a noble flight of steps and alighted. I was not surprised that nobody appeared to invite me in, as Sam had previously told me the manager and the overseers would be in the field; but I certainly was startled on entering the great hall to see a range of tables set out with a plenteous repast, and surrounded by armed negroes, who were regaling themselves with the good cheer. I was about to retreat, but was instantly made sensible of the impossibility of doing so by observing a couple of stout negroes with cutlasses and pistols close behind me—I was again a prisoner.

"'We bery glad for see you, Saar,' exclaimed the negro, who appeared to be the chief. He was a young man of Herculean proportions, well dressed in a scarlet hunting-jacket, the collar of which was covered with fur, a fur waistcoat, buck-skin breeches, top-boots with enormous spurs, a pair of silver epaulettes on his shoulders, and round his waist was a broad belt, to which was appended the heavy sword of a dragoon; an immense cocked hat, nearly covered with feather, completed his costume. 'We bery glad for see you, Saar,' said he, rising from his seat,



and bowing with studied grace. ‘ You no for remember me in England dere, when me groom for my massa, Misser H—son, and go for see de admiral, who be broder to him Gobernor—no ? ’

“ I immediately recognised the man, and also called to mind that I had been obliged on one or two occasions to repress a manifestation of insolence.

“ ‘ Well, Saar, you know me I perceive—I go to England a slave—when me in England me free man—de white lady, de pretty gal all look kind on James—de gentlemen aax me massa leab me for serbant—he say, “ No—James go back to him own country and be mancipate.” I love my massa, Misser H—son,—he good for we—gie plenny ebery ting, but he die on de passage—die suddenly; and when me land in de colloly dey take me for slabe, and ’cause I peak me mind dey send me for work in de field—me neber hab work in de field before—me neber know how—and den dey caa me genleman, and flog me—aye,’ and his limbs shook with rage—‘ dey flog me for neber do dat which me know noting about—bery good dat, no ? ’ and he tried to laugh, but it was more like the growl of the tiger, his strong breath forcing itself through his nostrils, as that animal is accustomed to do when displeased.

“ ‘ What benefit do you expect,’ responded I, ‘ from your present proceedings?—the troops cannot be far distant’—there was a movement amongst the other negroes, but he never changed—‘ and if you are not tired of your life you will quickly retreat from this, and make the best terms you can. If your case is not very gross I will myself plead your cause with his Excellency.’

“ ‘ You bery kind for we,’ replied he, bowing with exquisite ease and politeness, though at the same time it was evidently done in scorn; ‘ de Gobernor hab de tender marcy for haang me by de neck, or send me for work wid de prison-gang for me life, or prhaps turn me out in de fields again naked ! Neber, Saar—me no want me life on dem terms. Let em send me to England—dere me one man for true, and wear me top-boot and me craavat, all same as when wid me massa, Misser H—son.’

“ ‘ I regret it is not in my power to send you to England,’ returned I; ‘ but you may rely upon it that if there is anything in which I can be of service to you, James——’

“ ‘ Tan you please, Saar,’ exclaimed he, putting forth his hand with oratorical grace, and displaying a profusion of rings on each finger—‘ me no longer James, neber no more dat time—me Collolel C—— : he me fader, and me de son ob Collolel C——.’

“ I afterwards found this to be the fact—he was actually the son of a very noted character, who had estates in Dominique, a Colonel in the British Army, and at one time a member of Parliament. The negro announced his title with perfect self-possession, as if he firmly believed that it was his legal right; and he had obtained such a powerful influence over his companions, that when they approached and spoke to him it was with the utmost deference.

“ ‘ You may call yourself what name you, please,’ said I, ‘ and assume the rank that gratifies you most—you know where it must end: you do not want for common sense, and I would ask you whether you are acting with justice to your companions by involving their lives in danger to promote your quarrel ? ’

“ ‘ Tan again, Saar, you please,’ answered he; ‘ dey be nigger for



plantation D——, where him<sup>h</sup> head for Cappen Habacock tick upon a pole—ebery man ob em know de doom, but look dey neber flinch.’

“ ‘This was stretching the point too far, for to my notion several of them were in a state of excited alarm; but, from Sam’s account, I was aware that they were the most turbulent negroes in the colony.

“ ‘You tella me de troops for come here—many tankee, Saar—we not wait for dem.—Take em, officer,’ continued he, addressing the two men ‘who had never moved from behind me, ‘take em for see de ladies and gentlemen below.’

“ ‘You cannot mean to murder me,’ exclaimed I, as I threw myself from the grasp of my guards. ‘I am unarmed, but I will defend myself to the last, and die here rather than be murdered in cold blood!’

“ ‘You foolis young man,’ uttered James deliberately and coolly; ‘spose we want your life, one ball troo de head,’ and he took up a pistol, ‘all ober. Tan, Saar, go quietly; no harm for you, me gib me word—haugh, me do more for tink ob old time;’ and he turned round to a side table, and taking up a pen drew a sheet of paper towards him, and with as much hauteur and self-confidence as a general would write a despatch, he dashed off, in a bold, free, and masterly style, what I was to consider as a safe protection. ‘Dere, Saar, dat stiffcate for me ranger. Now you please for go, while we hold counci ob war.’

“ ‘Of course,’ said I, ‘you will permit me to have some refreshment. I have been ill, and feel exhausted and weak.’

“ ‘Me aax you ten tousand pardon,’ returned he, waving his hand for me to enter another room. ‘After you, Saar, dat manners.’

“ I obeyed without hesitation, and when inside a pleasant room, he shouted, ‘Boys, bring eberyting someting nice for de buckra officer.’

“ In a few minutes the table was spread with delicacies and some excellent wine, on which I made a hearty meal. During my repast the negroes were very busy packing up all the valuables they could lay their hands on, together with a plentiful supply of provisions. There might be about forty insurgents, all well clothed and armed, the produce of plunder, and most of them strong, hearty, able-bodied men. I inquired for my servant, and Sam was permitted to attend me. He was silent and reserved, and conducted himself with studious respect to the chief, who leaned against a sideboard, carefully looking over a file of the *Times* newspaper, and every now and then expressing himself warmly as he perused the speeches of Mr. Brougham, Mr. Buxton, and others, relative to the abolition of slavery. Sam motioned to me in the most ludicrous manner to be cautious not to offend; and when I was satisfied I rose from the table.

“ ‘Now, Saar, you please,’ said the leader, ‘you go quietly wid me men—dey make you prisoner for littlee time, dat all.’

“ ‘No serious injury is intended me, then,’ said I; ‘and my servant, I hope, is equally safe.’

“ ‘You hab me word ob promise,’ returned he, gently but proudly—‘so much for yourself; as for dat ting’—his look of contempt was appalling to poor Sam, who quitted the room—‘he slabe—contented slabe;’ he paused for a moment—‘prhaps he hab good massa dough! Ky, Saar, heara me peak—me poor nigger once, now Collolol C——, heara me peak,’ and his voice became softened almost to effeminacy, ‘neber ill use your serbant—nigger hab same flesh and blood wid white man—look here, Saar, Misser Broom says so, and me know it. Tink,

Saar, spose change places—do to nigger whar you want nigger do for you—dat good. Me life noting, you lib long—always be kind to poor nigger.. Good day, Saar,' and he bowed with the air of a prince. 'Guards,' he shouted, 'take away you prisoner—yet no, tan littlee moment. Prhaps, Saar, you will see me bruder leftenant C——, ob de —th? he King's officer like you, and whar for me slabe and he gentleman?—we hab de same fader, but my muder black slabe, de muder for him free white woman—yet neber marry neider. Ky, me fool for tink. Spose you see me bruder, tell him, Saar, he do me proud for tink ob me now—me chief, me collolel—haugh!' and he turned round to his newspapers again, whilst I was marched off under escort to the overseer's apartments, observing in my progress that V—'s horse and gig were standing in the yard, the latter filled with bundles and packages.

"On entering a large airy room (two negroes with firelocks and bayonets stood sentry at the door) a most strange and singular scene presented itself. A military officer, whom I immediately recognised to be Major Herbert, was sitting, in a position that must have been very painful, on the ground, his feet being secured in a pair of stocks as strong as wood and iron could make them, his arms pinioned behind, and his thumbs brought together in front, and lashed with whip-cord, so that the slightest effort at release produced acute agony. Nor was this all, an iron bolt, covered with fearnought, was placed across his opened mouth, and firmly fixed by cord that passed round to the back of the head, where it was knotted, and the ends brought tightly down to the lashings of the thumbs. At some distance from each other were four white men, nearly similarly circumstanced, and a fifth had his body and arms thrust through the back of a stout oak chair; his stomach resting on the seat, his legs extended by means of hammock-ropes to one extremity of the apartment, and his hands, by the same contrivance, drawn towards the other extreme, so that he was in part suspended; a stout lashing, however, confined him to the chair, or rather the chair to him; a sixth, who was lying down on the bedstead, had his arms close fastened by his side, and all his upper part to his chin enveloped in a cask, the heads of which had been knocked out for the purpose; his feet were lashed down to the bed-stock, whilst a rope round his neck fixed to the top crosspiece of the frame prevented him from raising his head. An elderly white female and a young girl of colour had their arms drawn backward, so that their hands met in front of each other as they stood back to back, and the ankles of one closely lashed to the ankles of the other, occupied the corner. The whole were gagged. It is true I did not make all these minute discoveries at the moment, but I deemed it best to particularize here as it was presented to my leisure survey afterwards.

" 'What does all this mean?' exclaimed I to my guards—'you black scoundrels, you'll suffer for this—surely you do not intend to leave them in this condition?'

" 'Aax no questions, Saar,' responded one of the men, 'but take care for yourself, and flo for make de collolel angry.'

" 'D—n your colonel!' shouted I, with more warmth than prudence, for I felt a slight prick with the bayonet between my shoulders, and my own arms were drawn tightly behind by a strong cord. I saw it was useless to resist, and therefore took an opposite course, requesting them



not to be too harsh, as I had recently been suffering from a fever. The females tried to speak, but not a word could they articulate, and the noise of their voices produced the most unpleasant sensations on the hearing.

"I was placed cock-horse fashion across a bench, and my ankles being bound were pulled up behind, so that the slightest motion would throw me forward; but they removed me so as to suffer me to lean my back against the wall, and then were preparing to gag me; but their leader entered the room, and commanded them to desist.

" 'We hab send your serbant, Saar,' said he, 'to get help for you, and he will be baack by de time we for get far away—he neber make hurry dough for all dat, so-don't hab de impatience for wait.' Then turning to the Major, he exclaimed in a tone of bitterness, 'Bad man, me know me fate spose you for catch me bum-by! Nem mind—me lib while me can. Cruel man, dat dribe me to wet me hand in blood, why me no kill you at once?—dey can do no more dan haang me! Bad man, dere be one angel for sabe you debil heart—Garamighty trow him arm round her for safeguard!' and the negro's voice faltered, the muscles of his face were strongly agitated, and a convulsive groan burst from his breast. 'You me massa once,' continued he, still addressing the Major, 'you flog me—you dribe me to despair. I leab you now.' Then turning to the individual upon the stretch, he slapped his nether end pretty smartly with the flat of his sword, that made the unfortunate fellow writhe—'So he massa Ryan,' added he, 'you no for like fum fum youself;' another slap rather smarter, followed by severer contortions—'den tink ob poor nigger, Saar;' slap the third—'and no for flog 'em ebery littlee fault.' He waved his hand to me—'Tink o' me bum-by, Saar—we cannot leab you at liberty. Tink of Collolel C——!' and with a graceful bow he withdrew, leaving me with the only unfettered tongue in the party.

"It was a most provoking situation to be in, to have to do all the talking myself, and at the same time to witness and suffer excruciating misery, which it was not in my power to relieve. Yet there I was occasionally speaking words of comfort to my fellow-prisoners, and then irritated that none of them could answer me. The wine too that I had drank began to enforce drowsiness, and voluntary sleep was out of the question, lest, heeling over, I should be thrown upon my beam-ends.

"The Major and his companions, male and female, looked rueful enough, and made many endeavours to give utterance to their thoughts, but the thing was utterly impossible. The poor little creole girl whined and cried, and with her mistress tried to shuffle towards me, but were compelled to desist lest they should fall and break their limbs. I hallooed, and shouted, and bawled, but not a soul came near us, which induced me to believe that the rebels had decamped, and this was actually the case.

"At length the heat, a full stomach, and the wine overpowered me, and I fell into a dreamy kind of half slumber, something like that which steals away the senses for a minute at a time when travelling by night upon the box of a stage-coach, but it was a thousand times more distressing. I could not subdue the sensation—it fairly conquered me, and strange, uncouth, bewildering shapes whirled their mazy dances through my brain, whilst the unnatural sounds proceeding from my companions gave additional horror to the phantasies that flitted before



me. It was a hell of torture, withering the intellect without benumbing the faculties—the spirit was dead to reason but alive to agony.

How long I continued in this state I cannot tell, but I was aroused from it by a simultaneous yell from my fellow captives, and shaking off the lethargy which had enthralled me, I found the place nearly filled with smoke, whilst a loud crackling of burning timbers and dry materials, together with the glare from the reflection of flashing flames, gave strong evidence that the premises were on fire, and presenting to our minds the prospect of a most horrible death.

“Those who have had the fear of being roasted alive before them, and that too without the smallest hope of escape, may form some idea of our feelings. Poor Ryan had been much ~~compulsed~~ <sup>compulsed</sup>, but was now perfectly tranquil and passive, and nothing but his hard breathing gave indications of existence. It was a pitiable spectacle; and when the terrors of an *auto-da-fé* were superadded to bodily pain, the countenance of each presented an aspect but little allied to the semblance of humanity. Never shall I forget those appalling minutes, which seemed to hang with the weight and duration of hours, till the fire ignited the building we were in, and, being of wood, one side was soon a blazing pile. The red flames darted up the wall and along the floor like the tongues of serpents feeling for their prey. They rapidly spread from beam to beam, and the smoke and scorching heat were intolerable.

“I struggled hard to free myself, but the villains had effectually done their work. The others used every exertion to gain the use of their limbs, but all their efforts were unavailing—we were fixed like martyrs to the stake. The fire in our apartment had commenced in the corner where the females had been placed, and in their alarm and eagerness to remove both had fallen to the ground. Then began a heart-piercing scene—the forked flame lapped over them, cracking and snapping like the whip-snake in anger; their clothes took fire, and were soon destroyed; and, oh God! how soul-sickening were their groans and stifled shrieks, how horrible the stench arising from the fierce element eating into their flesh! The hammock-lines by which poor Ryan’s feet had been suspended were burnt through, and parted, and his lower extremities fell released to the ground; but he was too far gone in insensibility to take advantage of this, though a ray of hope brightened in our hearts that he would recover and, having his legs at liberty, be enabled to render assistance to the others. I called—I shrieked to him, but he lay inanimate, whilst the females were consuming, and the men had no other view before them than that of sharing the same fate.

“The fire grew wider and wider, and its fierceness became more and more extreme, as the breeze forced its way through the opening wall. It reached the feet of a young man as they were thrust through the stocks, and his struggles to draw back were dreadful. Suddenly he became quiet, the stocks were ignited, and patiently bending over them, though his agony must have been excruciating, he held his hands over the flames till the cords which bound them yielded to force, and his hands were free. Still his arms were pinioned; but he contrived to apply the burning cord from his hands to the rope which encircled his arms, and though the process was tedious, and his feet were all the time enveloped in fire so as to be nearly burnt off, he at length succeeded and obtained his freedom; but he could not walk—the parched and scorched flesh separated from the bones, and he was unable to

stand. Crawling on his hands and knees, however, he dragged the dying females from their fiery bed; the cord which confined their legs was divided, but their feet were entirely gone, and there lay two naked human figures burnt to the very vitals—a sight too horrid for the eyes to dwell on. When I beheld the young man at liberty, it is impossible to describe the joy that filled my heart—it was reprieve from a death of agonizing torture—it was salvation to the body when the last ray of hope had departed from the mind. But oh! who can calculate—what language can describe the utter sinking into despair, when I saw him fall fainting to the ground through the excess of pain—there he lay unnerved and motionless, I thought dead.

“Three sides of the building were now in flames, or fallen in ashes, and the fire was rapidly approaching me, so that I gave myself up for lost. Oh! how fervent were the outpourings of my heart in prayer—the remembrance of the past with its manifold enjoyments—the thoughts of home, with all its rich affections, came mingling with entreaties for mercy; but still the fire raged, and still the work of human destruction went on. I closed my eyes to the awful scene, and, shuddering, awaited for my turn to come. A sickness came upon my heart—a dizziness whirled through my brain—I was nearly suffocated with smoke, and the hot wind passing through the fire, scorched my already parched skin. Oh! the torture—the torment of those minutes when the fear of death—and such a death—maddened the intellect, and drove reason from her throne. I remember once hearing or reading that ‘despair was lying down contentedly on the floor of hell;’ and despair had taken possession of my breast, but there was no content, for the mind was agonized by the prospect in view of the burning bodies writhing in horrible agony, as a prelude to that hell of suffering which was soon to seize upon my corporeal frame. Hark! suddenly the sound of human voices smote upon my ear—I shrieked—I raved—I laughed—I wept—my exclamations were answered—my head swam round—I thought I was dying—indistinct forms were seen amid the dense smoke, and the next instant I was in the arms of my faithful fellow Sam—I was saved!”

(At this point of the narrative so strongly had the feelings of the club been wrought to excitement, that every member jumped upon his feet, and cheers and congratulations were bestowed on the marine officer—they had sympathised with him in his perilous situation—they had, with the usual sanguine temperament of seamen, entered deeply into his feelings—the awful spectacle was present to their imaginations, and, forgetting that his presence amongst them told the tale of his safety, they only saw that he had been snatched from one of the worst of deaths, and their ardent joy could not be repressed. Reader, picture the scene—it was one of undisguised nature—it was a tribute from generous hearts that knew no guile. As soon as order was restored, Mr. Jolly proceeded.)

“Yes, I was saved, but a knowledge of the extent of the benefit conferred upon me was not known till some weeks after, as I was seized with delirium, and in that state conveyed to the Government-House. But as the old women say, ‘youth and a good constitution’ befriended me, and I rapidly recovered; but alas! my first effort to quit my room was to crawl (I may with propriety use the term) to the side of the couch of my dying patron. He was perfectly sensible, and conversed freely on his affairs; and as he had appointed me to return immediately



to England with such effects as he was desirous of sending to his relations, I was charged with various messages that deeply affected my heart. We parted, expecting to meet again on the morrow; but the next time I entered his apartment my eyes rested on a lifeless corpse—Sir Edward was no more!

“ Few had been the survivors of that horrible conflagration—Major Herbert had been in his grave some days—and when I took my departure from the colony, his wife and daughter were my fellow-passengers, and to their kind attention during the passage I was mainly indebted for my life. It was a melancholy meeting I had with the Admiral, though he treated me with real paternal kindness—the old tars welcomed me back with delight; but there was one sweet smiling face that I missed, and somehow I felt a strange distress at the idea of asking for her, particularly as I was the bearer of such afflicting intelligence—yet I had a message and a letter from a dying father: ‘ How shall I break the distressing event to Miss Amelia? Perhaps, Sir, you——’ ”

“ The veteran waved his hand, and gasped convulsively—sob after sob followed—the tears coursed each other down on his aged cheeks, and a presentiment of, I knew not what, shook every limb in my body. ‘ Amelia!’ said the Admiral, taking me by the arm, and leading me to the window—he pointed to a white marble monument in the adjacent churchyard.

(Here Mr. Jolly’s voice faltered—a deep feeling of commiseration operated upon each heart, and for a minute or two the utmost silence prevailed. At length he conquered his agitation and went on.)

“ Gentlemen, I have but little more to add—a light seemed to have been taken from my path—a heavy cloud came over the bright prospect of happiness I had anticipated—my affections were in the grave, for ‘ where the treasure is there will the heart be also.’ Gentlemen, let it suffice that I am still a bachelor. Miss Herbert, with all her exquisite loveliness, was to me but a fair flower in creation, and, transplanted to the icy regions of my breast, she would have soon blighted and perished. I could not love another.

“ My desire was for the sea, but I was too old to commence a career as midshipman; and so, as you tars are pleased to call it, I bore up for the marines. The worthy Admiral obtained my commission, and at his death he made me independent of the world. My period of service has been tolerably active, and might afford you some amusement; but it keeps within the usual routine of a marine officer,—drilling the men, playing the flute, and sitting the longest at mess. Should you, however, hereafter express a desire to know more, I will, with the aid of my auxiliaries there (pointing to Stripes and Buffstick), collect everything requisite for your information. At present I close my narrative, and hope it has afforded you amusement.”

Thus ended the autobiography of Bertram Jolly; and he was warmly congratulated by the whole of the club: I, as their humble scribe, sincerely trust that the readers of the events related may have been as strongly interested in the recital as I have been in recording them.

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## A POPULAR HISTORY OF THE STEAM-ENGINE\*.

IN the preceding Number we enumerated the chief objections to which Savery's engine was liable, and although it failed to effect the principal object of its inventor, nevertheless the practical adoption of such a machine, even to the limited extent to which it had been applied, stimulated the ingenuity of scientific and practical mechanics, and convinced them that in the elasticity of steam resided a power which might be rendered available to the most important mechanical purposes. Under this impression, doubtless, every authority on the subject of steam was referred to and eagerly examined, during which those of the celebrated Papin, and the accounts of his recent and important experiments could not have been overlooked. It will be remembered it was Papin who first suggested the formation of a vacuum under a piston working in a cylinder, in order to obtain a power from the atmospheric pressure; and at the same time proposed to elevate the piston again by the elastic force of the steam. From these important suggestions originated two very ingenious modifications of the steam-engine: one of which was devised by two persons in humble life, but of considerable mechanical attainments—Thomas Newcomen, a blacksmith, and John Cawley, a glazier, both of the town of Dartmouth, in Devonshire. Their contrivance consisted "of introducing steam under a piston moving in a cylinder, and forming a vacuum under it by condensing the steam, by an affusion of cold water on the outside of the steam-vessel (or cylinder), and the weight of the atmosphere pressed the piston to the bottom†." This was the original and simplest form of the atmospheric engine. In 1705, Newcomen and Cawley obtained a patent for their invention, in which Savery's name was included, as he laid claim to having originated the condensation of steam by affusion.

The other form of the steam-engine alluded to is that invented by the celebrated Leupold in the year 1720. This consisted of reducing to practice Papin's idea of elevating a piston working in a cylinder by the direct force of the steam, which was applied by Leupold with much ingenuity to the pumping of water through the introduction of a lever. It should be mentioned that with rare candour and a high feeling of honour Leupold ascribed the merit of this invention entirely to the suggestions of Papin, and merely claimed to himself the merit of the arrangement of the several parts, and the mode of its application, which in truth was highly creditable to his mechanical genius.

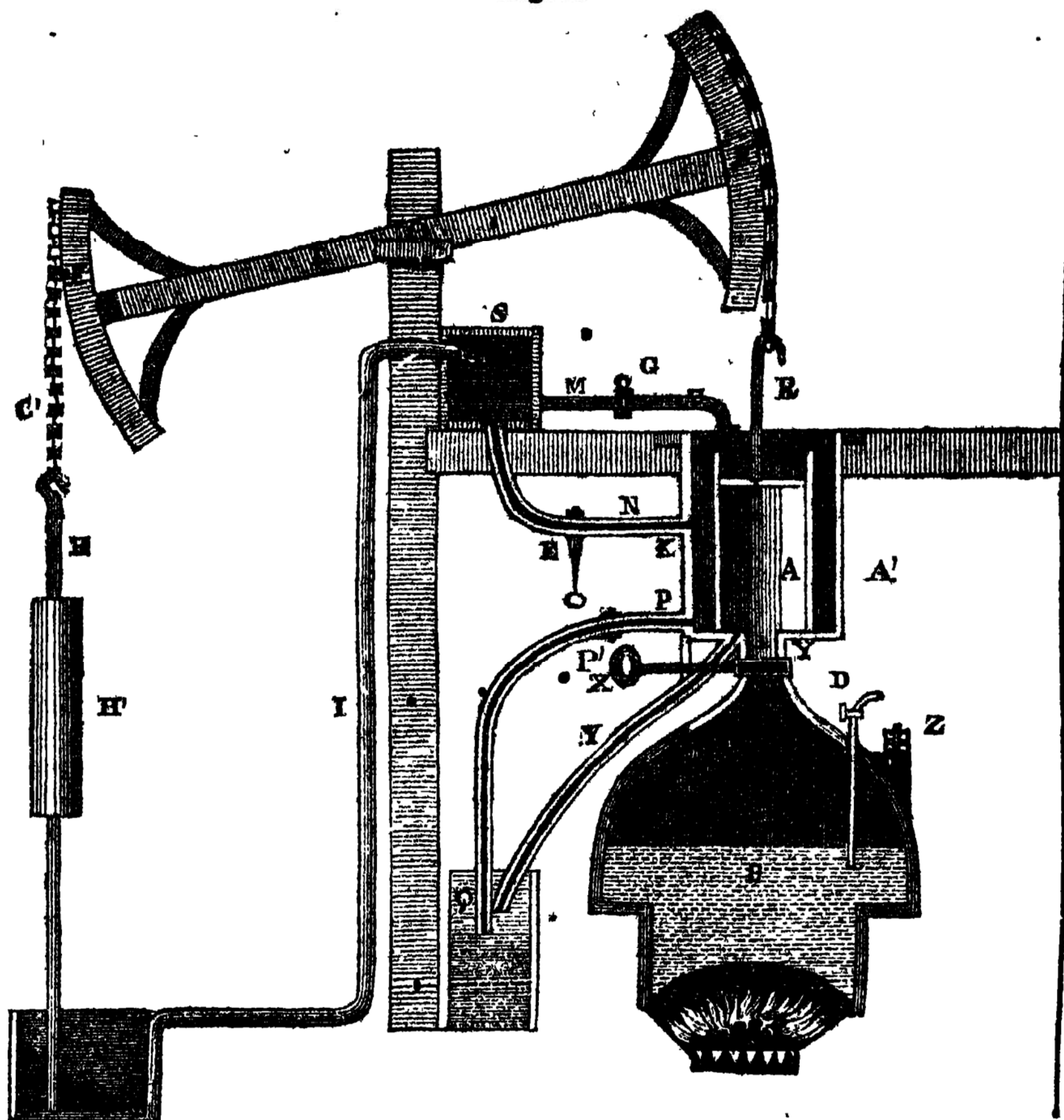
The annexed drawing (fig. 6) is a representation of the first arrangement of the atmospheric steam-engine; (A) and (A') represent a section of two cylinders, one within the other—(V) a piston working air-tight in (A) the smaller. These vessels are placed over a boiler (B), between which and the inner cylinder (A) there is a communication by the tube (T) which can be opened or shut off at pleasure by the stop-cock (X)—(L) is a lever-beam, moving on the centre (O), to one end of which is attached the steam-piston rod (R), and to the other end of it the rod of mine-pump piston (H) by the chains (C C') passing over the arch heads (F F), by which the perpendicularity of the piston-rods is preserved. (S) is a cistern of cold water, from which proceed two pipes (M) and (N). By (N) is supplied the water of condensation, which, entering the outer cylinder at (K), fills the interstice between that and the steam-cylinder. The communication between the cistern (S) and the outer cylinder can be opened or shut off by the stop-cock (E). The pipe (M) supplies water to the top of the piston to preserve it air-tight. (P) a pipe to carry off the water from between the cylinders after the condensation of the steam has been

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\* Continued from page 19.

† Stewart's History of the Steam-Engine.

Fig. 6.



effected, which, being heated, is carried by it into a receiver (Q), from which the boiler is replenished. (V) is a pipe to carry off the elementary water of the steam from the bottom of the inner cylinder, which it discharges also into (Q). The cistern (S) is supplied with cold water from the mine, or some convenient reservoir, by the pipe (I). (D), a gauge-cock, to ascertain the level of the water in the boiler. (Z) a safety-valve, which, opening outwards, allows the steam to escape when it becomes stronger than necessary. (H') is a weight attached to the piston-rod of the mine-pump, by which the steam-piston is drawn up to the top of its cylinder, after being depressed by the action of the atmosphere.

Steam being generated in the boiler, and the piston (V) at the top of its cylinder (as shown in the drawing), the cock (G) is to be turned, and water allowed to flow in upon the top of the piston. While the cocks (E) and (P') remain closed, the steam is now to be admitted into the cylinder (A) by opening the cock (X), which will be condensed at first by the coldness of that vessel; but when the temperature of the cylinder has been raised to that of the steam, all the air which it contained will be expelled through the pipe (Y) into the cistern (Q)—(A) being now filled with pure steam, and the cock (E) closed, the injection-cock (E) is to be turned, by which the water from the cistern (S) is allowed to flow in and occupy the space between the cylinders.



This will abstract the heat from the steam in (A) and condense it, leaving a vacuum beneath the piston (V)—the pressure of the atmosphere, as before stated, being equal to 15 lbs. on the square inch, will now act on the upper side of the steam-piston, and press it to the bottom of the cylinder with a force equal to the number of superficial inches which it contains, and consequently a corresponding weight attached to the opposite end of the beam will be raised to an equal height. In the meantime the communication with the cold-water cistern (S) has been shut off by turning the cock (E), and the water of condensation allowed to flow off through the pipe (P) into the reservoir (Q), while the water into which the steam had been reduced passes off from the bottom of the inner cylinder into the same receptacle by the pipe (Y). The steam-piston being now detained at the bottom of the cylinder by the atmospheric pressure, the cock (X) is to be again opened and steam from the boiler admitted, the elasticity of which being equal to that of the atmosphere, the piston is placed in equilibrium—the weight of the counterpoise (H') attached to the mine-pump rod now preponderating, descends and draws the steam-piston up to the top of the cylinder preparatory to another stroke of the engine. The same process being again gone through, the action may be continued indefinitely.

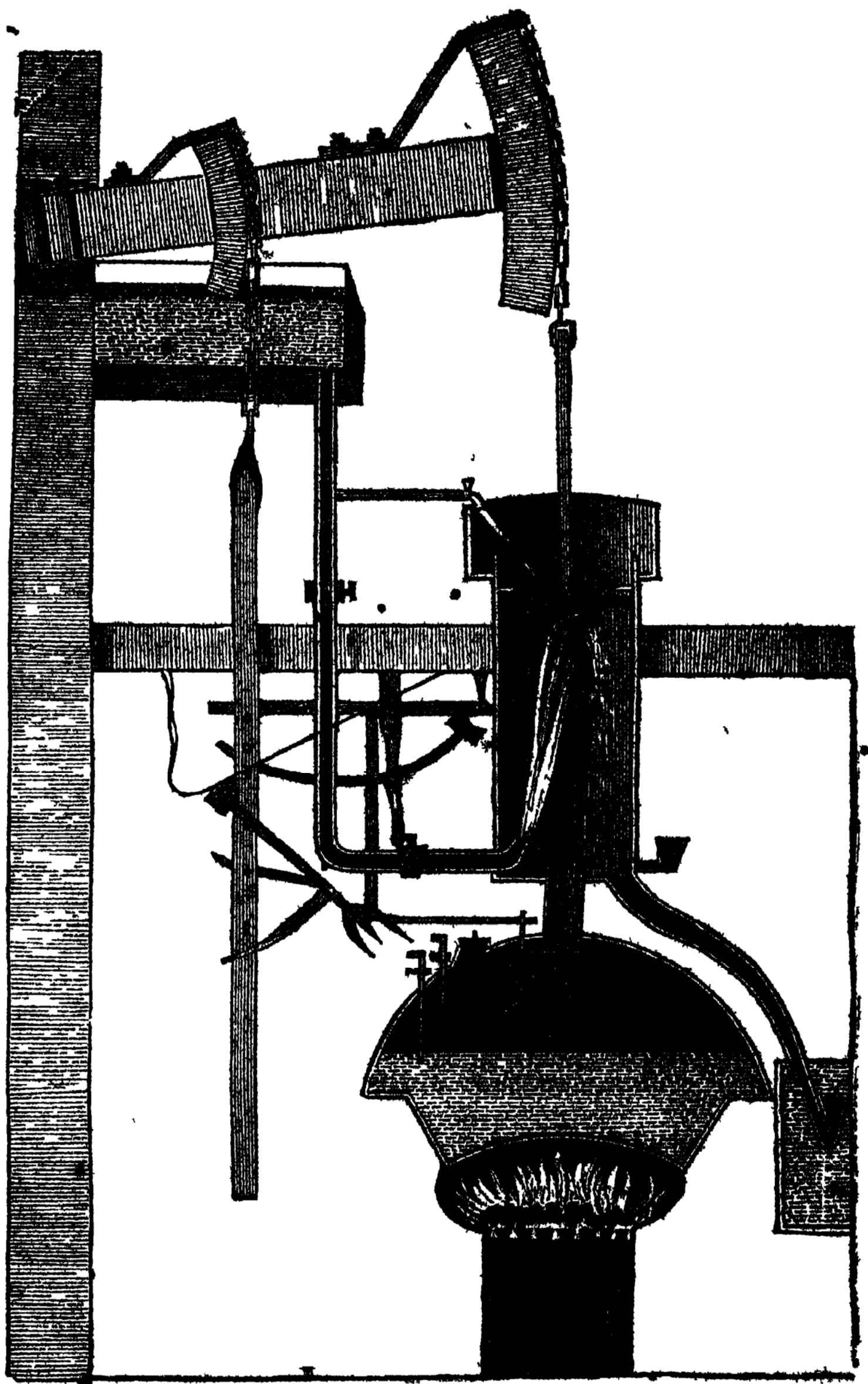
The foregoing is the state in which the atmospheric engine was first offered to the public; and even in that imperfect condition it possessed many important advantages over the engines invented by Savery. It will be observed, that in this arrangement all danger arising from the bursting of the boiler or steam pipes from the elasticity or temperature of the steam is completely avoided—the power of the engine depending not on the strength of the steam but upon the superficial dimensions of the piston acted on by the atmospheric pressure, by which it was forced down into a vacuum with a power equal to 15 lbs. on each square inch. This greatly contributed to the strength and durability of the apparatus. Nevertheless, practical application, the sure test of merit, quickly discovered many serious defects in this arrangement of the atmospheric steam-engine—some of these were remedied by fortuitous discoveries, and others by the mechanical ingenuity of practical engineers.

The first defect in the working of these engines which excited attention, was the sluggish and irregular manner in which the vacuum was formed in the cylinder by effusion. It happened on a certain occasion that one of those engines was observed to make several successive strokes with great rapidity, which effect the engineer at first was unable to account for, till, on examination, it was found a hole had been accidentally made in the piston, through which the water, used to preserve it air-tight, found access into the interior of the cylinder, to which the more rapid and effectual condensation of the steam was attributed. This discovery suggested the practice of condensing the steam by an injection of water within the cylinder, instead of by effusion. This important improvement enabled them to dispense with the outer cylinder altogether, by which the weight and first cost of the engine were considerably reduced, and the working apparatus in some degree simplified. Still the action of the engine was subject to much irregularity, from the different cocks and valves being necessarily worked by hand, for which purpose a number of boys were employed, who, through carelessness and inattention in not opening or shutting them at the proper time, produced occasionally serious derangement in the action of the engine.

However, one of these lads, named Humphry Potter, being somewhat more idle and fond of play than the rest, contrived a species of lever, connected by a cord to the beam of the engine, by the action of which the valves, &c., were opened and shut with greater regularity than they could have been by hand. This effort of vagrant ingenuity was termed a *scoggan*, from the fact of its application allowing the boy more time to *scog*, or skulk, from his work.



Fig. 7.



This rude contrivance was subsequently superseded by an ingenious invention of Mr. Henry Beighton, an engineer, called *hand-gear*, which consisted of an arrangement of levers attached to the valves and cocks, acted on by a number of tappets or pins, in a rod called the plug-frame, suspended from the lever-beam of the engine, from which it received the necessary motion. The principle of this invention is still retained in many of the engines of the present day. Mr. Beighton also applied the steel-

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yard safety-valve to the boiler of those engines, invented by Papin, and used by him in an invention for extracting the gelatine from bones, called a *digestor*. Beighton also effected several improvements in the proportions and arrangements of the different parts of the machine.

There was still another defect in these engines, productive of most injurious consequences. This was the relative position of the boiler and cylinder; the latter being placed over the former, in which situation it was found impracticable to preserve the pipes and joints steam-tight, from the continued concussion to which the action of such powerful machinery was liable. In order to remedy which, the boiler and cylinder, in some engines, were placed side by side, and the latter firmly bolted to strong beams of wood, secured by walls of massive masonry; and although this was considered by engineers as a decided improvement, the joints and steam-pipes were still found to be seriously affected by the motion of the engine.

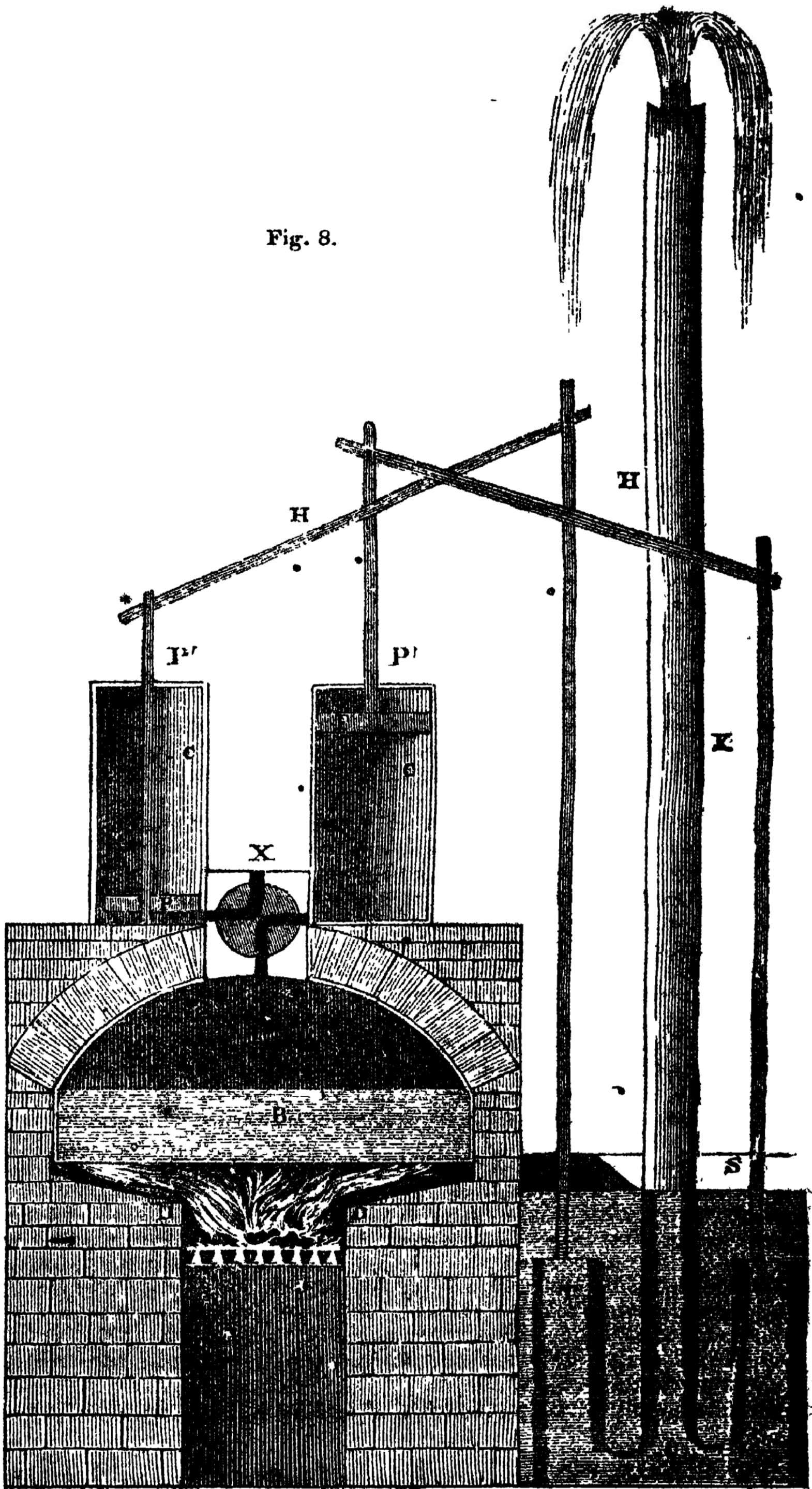
Figure 7 is a representation of the atmospheric engine in its improved state; a particular description of which will not be necessary to understand its action, it being, with the exception of the steam being condensed by injection, and the adoption of the hand-gear, nearly similar to the former.

The other form of the steam-engine to which the inventions of Papin gave rise, was devised by Leupold, as before mentioned. This consisted of two open-topped cylinders, having pistons working in them, placed side by side, over a boiler. The cylinders were connected at the lower ends by a short pipe, in which worked the *four-way cock*, also invented by Papin. By the action of this cock a communication was opened, alternately, between one of the cylinders and the boiler, and between the other and the atmosphere. In this arrangement the steam, instead of being condensed, and the piston acted on by the atmospheric pressure, as in Newcomen's engine, the elasticity of the vapour was employed to force the pistons upwards alternately, and their descent was effected by the action of the four-way cock, allowing the steam which produced the ascent to escape into the atmosphere, while the pistons descended in their respective cylinders by their own weight. The rods of these pistons are each attached to one end of a lever working on a centre or fulcrum. The opposite ends of the levers are connected with the piston-rods of two force-pumps; the lower ends of the pump-barrels communicate with a vertical pipe, up which the water is driven by the alternate ascents of the steam-pistons, depressing the plungers of the force-pumps.

A representation of this engine is given in figure 8. (B) is a boiler of considerable strength, placed over a furnace (D). (C C) are two cylinders, in which work the pistons (P P). The piston-rods (P' P') are attached by pivots to the levers (H H). (X) is the four-way cock, which by a quarter of a revolution at a time alternately changes the communication between each of the cylinders and the boiler, and at the same time allows the steam from the other cylinder to escape into the atmosphere. The action of this ingenious contrivance will be easily understood by considering the drawing with a little attention. (S) the reservoir from which the water is to be raised. (T T) the barrels of two force-pumps, the pistons of which are connected with the levers (H H), and which are worked by the alternate ascent of the steam-pistons. (K) a perpendicular pipe up which the water is driven by the action of the force-pumps. This engine being worked against the atmosphere, without condensation, it is evident the power it exerts must depend upon the excess of the elasticity of the steam above the atmospheric pressure.

The above is the first arrangement of the high-pressure lever-engine, and certainly possesses the advantage of being much more simple than that upon the atmospheric principle; but whether that advantage is coun-

Fig. 8.





terbalanced by the increased elasticity and temperature of the steam employed is a point to be determined by experience alone.

Although from the first appearance of Newcomen's engine, several attempts had been made to remedy the defects, and improve the arrangement of that on Savery's construction—principally by Papin, Desagulier, Gensanne, and Blacky—all such plans were ultimately superseded by the atmospheric engine, from its greater safety, its comparatively decreased consumption of fuel, and the improved action obtained by the application of the apparatus called *hand-gear*, as before stated, executed by Beighton.

No further improvements in the steam-engine were effected until about the year 1759, when the subject was brought under the notice of the celebrated James Watt by the late Dr. Robison, who was at that time a student at the university of Glasgow, where Watt also resided, being in charge of the mechanical models of the institution, and on habits of intimacy with the doctor. Robison suggested to his friend the application of a steam-engine to propel wheel-carriages; which proposition, although not carried into effect at the time, was still the means of directing the acute and discriminating mind of Watt to the general construction of the atmospheric engine, and the imperfections to which it was subject, and may be considered as the germ of those vast improvements in the steam-engine which have immortalized the names of their founders. Even at that early age the characteristics which distinguished those eminent men in after life had begun to manifest themselves. The mind of Robison and the bent of his studies were directed rather to the theory and philosophy of science, while the genius of Watt applied itself more particularly to practical mechanics; and before these great men had closed upon earth their brilliant and useful career, the one by his invaluable inventions and discoveries had produced an era in the history of mankind, while the other, by his learned and lucid writings, so explained the nature of those improvements in the steam-engine, and the causes upon which they depend, as to render the theory of that great principle of motion almost as familiar to the world as the practical benefits which it has conferred upon it.

As before stated, the suggestions of Robison respecting the application of the steam-engine to locomotive purposes were not at the time carried into effect, in consequence of his going abroad; but the subject had not been forgotten by Watt. For it appears, about the year 1761-2, he made some experiments upon a small scale with highly elastic steam to actuate a piston in a cylinder, instead of the atmospheric pressure obtained by condensation. But Watt soon relinquished the idea of constructing an engine upon such a principle, from the difficulty to be apprehended in making the joints steam-tight, and the danger arising from the bursting of the boiler. This was the idea originally thrown out by Papin, and, as we have seen, subsequently reduced to practice by Leupold—"affording another instance," says Stewart, "to the many already in existence, of similar inventions being made by different individuals unknown to each other."

Watt's attention was again directed to the subject, being called on to repair a model of an atmospheric engine belonging to the university. He was first struck with the disproportionate quantity of steam required by so small an engine to produce a very moderate effect; and from which circumstance, by a chain of reasoning confirmed by experiment, he arrived at the conclusion "that a considerable waste of steam was essential to the principle of the atmospheric engine;" because, in order to obtain a perfect vacuum, it was necessary to cool the cylinder by injection to a temperature below 100 degrees; for water not subject to atmospheric pressure would, at that temperature, produce vapour of sufficient elasticity to vitiate the vacuum, and resist the descent of the piston; but when the cylinder was

cooled down to that point, although considerable power was obtained by the greater perfection of the vacuum, yet, upon the re-admission of the steam, a very serious waste was occasioned by its continued condensation, until the temperature of the cylinder was again raised to the boiling point. "Watt, therefore," says Dr. Lardner, "found the engine involved in this dilemma—either much or little condensation must be used: if much were used, the vacuum would be perfect, but then the cylinder would be cooled, which would entail an expensive waste of fuel in heating it; if little, a vapour would remain which would resist the descent of the piston and rob the atmosphere of a part of its power. The great problem then pressed itself upon his attention—*'to condense the steam without cooling the cylinder.'*"

While considering the means of accomplishing that great desideratum, and engaged in such experiments as his limited means and opportunities afforded, Mr. Watt discovered two important facts—namely, first, that water being converted into steam, occupied about 1728 times its original space; and, secondly, notwithstanding the temperature of the steam by the thermometer indicated but 212 degrees, a cubic foot of steam contained as much heat as would raise the temperature of a cubic inch of water to 990 degrees; or, which was the same thing, the temperature of  $5\frac{1}{4}$  cubic inches of water nearly to the boiling point. Being unable to account satisfactorily for this extraordinary effect, he mentioned the circumstance to Dr. Black, who explained to Mr. Watt his doctrine of latent heat, upon which at that time he had begun to deliver public lectures at Edinburgh, and showed that the caloric contained in the cubic foot of steam, not indicated by the thermometer, was employed, in a latent or combined state, in maintaining the water in its vaporous form. This appears to have been the circumstance which gave rise to the mistaken opinion that Mr. Watt had been a pupil of the doctor, and that many of his inventions and improvements in the steam-engine were owing to the suggestions of that gentleman—a statement which Mr. Watt has totally denied in the narrative of his inventions.

Having turned his attention unremittingly to that important problem, it occurred to Mr. Watt, about the year 1765, that if a communication were to be opened between the cylinder and another vessel in which a vacuum was maintained, having a jet of cold water playing within it, or being kept cold by other means, *that the steam, in virtue of its expansibility, would rush from the cylinder into the vacuous space, and continue to do so until the whole would be condensed.* This may be termed the grand invention of Watt, by which was effected that hitherto deemed impracticable by engineers—the production of a vacuum in the cylinder without lowering its temperature.

All writers on the subject are agreed, that as soon as Watt had overcome the principal defect in the construction of the atmospheric engine, by separate condensation, the other improvements which went to form the single-acting engine were produced in rapid and immediate succession; so that in the course of a few days the engine was complete in theory; which Mr. Watt proceeded at once to submit to the test of experiment. His first attempts at separate condensation were made by cooling the external surface of the condensing vessel; but he arrived at the conclusion that the condensation of the steam would neither be so perfect nor sudden as that produced by a jet of cold water playing within the condensor. But as that vessel must have been shortly filled by the continued flow of water employed for the condensation, and the air disengaged from the steam by that process, it became necessary to devise some means to relieve the condensor from the accumulation of those substances. To effect this Mr. Watt attached to that vessel a pump, on the principle of the common water pump (with the exception of the hinges of the valves being of



metal instead of leather), and which, being in its action both pneumatic and hydraulic, was well adapted to the purpose. The barrel of this pump (which was called the air-pump) was of the same size as the condensor, which was also a cylindrical vessel; and by attaching the pump-rod to the lever-beam, the condensor was emptied at every stroke of the engine. Both the condensor and its pump were immersed in a cistern of cold water, immediately below the steam cylinder.

Having thus perfected the apparatus for separate condensation, it occurred to Mr. Watt a considerable loss of steam was occasioned by the interior of the cylinder being exposed to the atmosphere at every stroke of the engine. To obviate which, he proposed to exclude the air altogether, and to employ the elasticity of steam to force down the piston in the cylinder, instead of the atmospheric pressure. This he effected by placing on the top of the cylinder a steam-tight cover, through the centre of which should slide the piston-rod (accurately turned), the aperture being rendered steam-tight by means of a collar or ring, called by Mr. Watt a "stuffing-box," which consisted of a small tube, containing hemp or packing, saturated with oil or tallow.

By this arrangement the character of the machine was essentially altered, and it became in reality, as its name imported, an engine worked by steam; and lastly, in order to prevent the radiation of heat from the cylinder, Mr. Watt enclosed that vessel within another, which he called the "jacket," the interstice between which was filled with steam from the boiler; and sometimes charcoal, clay, or other non-conducting substance, was used. These several inventions were combined by their author with great ingenuity in the machine which he termed *the single-acting steam-engine*, of which fig. (9) is a representation, in which the hand-gear and the other parts of the atmospheric engine were retained, but the valves were on a better construction, and the mechanism by which they were worked improved.

The following is an enumeration of the several parts of *Watt's single-acting steam-engine*:

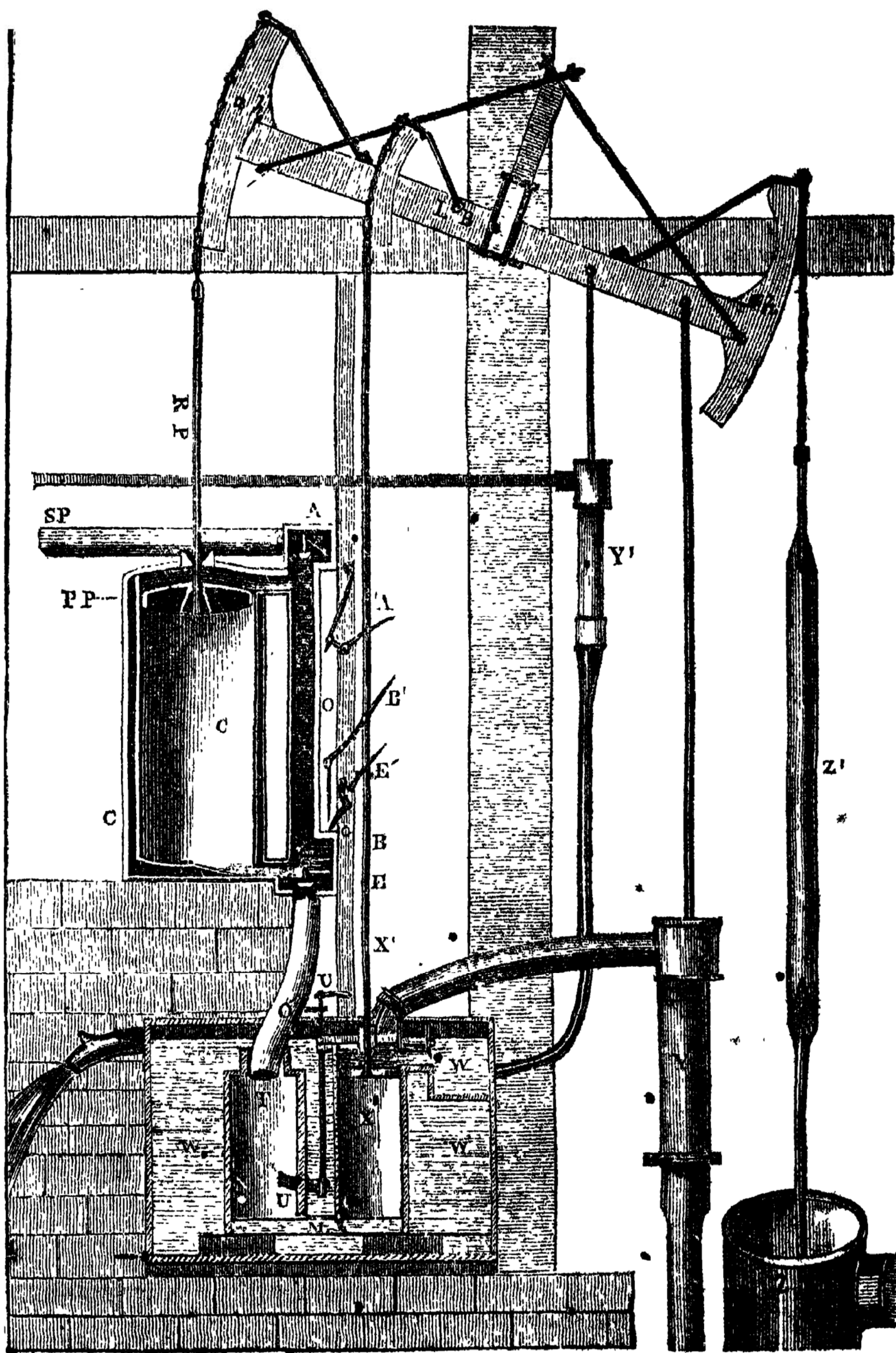
- |  |   |
|--|---|
| L B. Lever-beam.   | T. Condensor.   |
| A H. Arch-heads.   | U U. Injection-valve and handle.  |
| P R. Piston-rod connected by chain to arch-head.   | M. Valve opening from condensor in the pipe connecting the air-pump with that vessel. |
| P P. Steam-piston.   | N. Blowing-valve.   |
| C. Cylinder.   | X. Air-pump barrel.   |
| C'. Jacket.  | X'. Piston and pump-rod of do.  |
| S P. Steam-pipe leading from boiler to the cylinder.   | W. Cold water well.   |
| A. Upper steam-valve.  | W'. Hot water well.   |
| A'. Lever for working do.  | Y. Pump worked by engine to supply cold well with water.                              |
| B. Lower steam-valve.  | Y'. Pump worked by engine to supply water to boiler from hot well.                    |
| B'. Lever for working do.  | Z. Mine pump-barrel.  |
| E. Eduction-valve.   | Z'. Pump-rod and counterpoise attached by chain to the arch-head of lever-beam.       |
| E'. Lever for working do.  |   |
| O. Pipe to allow the steam to flow from above the piston to the space below it.                    |   |
| O'. Eduction-pipe to allow the steam from the under side of the piston to flow into the condensor. |   |

These being the several parts of which the single engine is composed, we will proceed to describe its mode of operation.

It has been already stated that the character of the engine had been essentially altered, and from the motive power being derived from the pressure of the atmosphere, it had now become necessary to exclude the atmospheric air altogether from the interior of the engine; consequently,



Fig. 9.



when about to set the machine in motion, the first operation to be performed is that of getting clear of the atmospheric air, or, as it is technically called, "blowing the engine through." This is effected by opening the steam-valves (A) and (B), and the eduction-valve (E), (which must be done by hand), by which steam from the boiler will be admitted into the cylinder, above and below the piston, filling the steam-pipes, and from thence passing into the condensor. At first the steam will be condensed by the cold surface of those vessels, but when their temperature has been sufficiently raised the air contained in them will be driven out before the steam, and expelled through the blowing valve (N),\* which opens outwards. The engine being now filled with pure steam, and the piston, as shown in the figure at the top of the cylinder, the lower steam-valve (B) is to be closed, and the injection-valve (U) opened—the effect of which will be, first, that the action of the steam from the boiler will be confined to the upper-side of the piston: for by closing the lower steam-valve (B) the communication is shut off between the top and bottom of the cylinder; and secondly, the jet of cold water being allowed to play within the condensor, the steam with which it was filled, as well as that contained in the cylinder *beneath* the piston, will be at once condensed, and a vacuum produced in both those vessels. The counteracting power being now withdrawn from the under-side of the piston, and the steam from the boiler acting upon its upper-side, the piston will be forced down in the cylinder by the elasticity of the vapour. At the instant of its reaching the bottom, the mechanism by which the valves are opened and shut is acted on by the descent of certain pins or tappets in the rod of the air-pump (which in the new arrangement was substituted for the plug-frame). By that motion the upper steam-valve (A), the eduction-valve (E), and the injection-valve (U), are closed, which shuts off the communication between the boiler and cylinder: the flow of steam into the condensor is prevented, and the jet of condensing water stopped.

The piston being now retained at the bottom of the cylinder by the pressure of the steam, it is manifest the counterpoise attached to mine pump-rod (Z') would be altogether insufficient to draw it up to the top of the cylinder until that pressure be removed; this is effected by the lower steam-valve (B) being opened at the time (and by the same motion) that the others were closed, by which the steam above the piston is allowed to flow in through the pipe (O') to the space below it, and, consequently, the piston having now an equal pressure upon both its sides, it is drawn up by the weight of the counterpoise, and re-ascends into its former position, preparatory to another stroke of the engine.

Invented by Hornblower, and not used in Watt's first engines.

[To be continued.]

## MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

MAJOR GENERAL SIR GEORGE ELDER, K.C.B., &c. &c. &c.

• How noble the profession which even in its reverses confers honour upon its devoted followers—which in its eventful vicissitudes affords scope for the exercise of the finest qualities that adorn human nature, and in its successes enables them to share the high renown of the master-mind, whose presiding genius achieves, through their agency, glory and victory!

The subject of the present brief and imperfect memoir was conspicuous among those who, by their intrepidity and unlimited devotion to their profession, have contributed to elevate the name of Britain to the proud pre-eminence it has attained, and his history remarkably proves how wide a field is open in the British Army to distinction and fame for those whose ardour and perseverance equal their talents and bravery.

Major-General Sir George Elder, K.C.B., whose melancholy death recently occurred at Madras, was a native of Invernesshire—of those highlands so famed for the warlike character of their sons, which appears to bear the impress of the bold scenery around them.

Impelled by that adventurous and martial spirit which has given so many distinguished officers to the British Army, he, at an early age, raised men for an ensigncy that had been promised him in a highland corps then about to be embodied. Owing to circumstances which his own generous nature would not, were he alive, again have alluded to, he was disappointed in his just expectations, and a temporary bar was placed to his ardent desire of immediately joining the Army.

But his decided military bent, and qualifications, were not unobserved; and in November, 1800, he was appointed to a Second Lieutenancy in a corps of Riflemen, commanded by Colonel Coote Manningham.

Here Lieutenant Elder met with congenial spirits, and had the happiness to associate with several who have since, like himself, by their gallantry and talents, arrived at a very high rank in the service, and who have invariably evinced towards their brave comrade the warmest regard and satisfaction at his deserved success. Colonel Manningham's corps was trained at Weymouth, under the eye of his late Majesty George III., who, with his usual goodness and condescension, showed a warm interest in its progress to a high state of efficiency and discipline.

Lieutenant Elder's uniform good conduct and strict attention to his duty procured for him the particular approbation of Sir Sidney Beckwith, who was desirous that so deserving an officer should obtain by purchase a First Lieutenancy then for sale in the corps; but Lieutenant Elder's sense of independence and of duty to his family would not allow him to apply for the required sum, much to the disappointment of his excellent friend Sir Sidney. However, Lieutenant Elder going, shortly after, on leave of absence, and another First Lieutenancy (in 1803) offering for purchase, Sir Sidney Beckwith most generously and delicately (without naming the matter to his *protégé*) advanced the money for its attainment, and the promotion took place. The price of this step was subsequently repaid, accompanied with the grateful acknowledgments of Lieutenant Elder's worthy and strongly-attached brother.

While stationed at Shornecliff, in 1805, under the command of the lamented Sir John Moore, Lieutenant Elder's assiduity in the performance of his duties, and the excellent state of discipline to which he had brought his company, so attracted the attention of that distinguished General, that on the occasion of the militia being allowed to volunteer for the line, he was pleased to say that he would recommend Lieutenant Elder to the Commander-in-Chief for a company, if successful in obtaining men (for



which duty he was detached), and on his return with the prescribed number, he was promoted to a company in the 2nd battalion 95th.

Captain Elder's company formed part of the detachment from the Rifle corps employed on the expedition to South America in 1806.

An interesting communication in the Naval and Military Gazette alludes to Captain Elder's services at Monte Video in the following terms:—"In 1806 he embarked with a detachment of three companies on the secret expedition, which terminated in the assault and capture of Monte Video, the troops on which occasion were under the command of Brigadier-General Achmuty. In this affair the conduct of Captain Elder was particularly conspicuous, he having led his company to the breach, and established himself on the ramparts, in defiance of a numerous body of the enemy then pressing hard upon him. In the confusion the vigilant eye of Captain Elder saw the importance of occupying the tower of the Cathedral, and he at once took possession of it, and by his flanking fire succeeded in driving the enemy from their guns, and enabled the troops to clear the ramparts. For this eminent service he received the thanks of the officer commanding."

"In 1807, on the arrival of the force under Brigadier-General Craufurd, Captain Elder moved on with his corps to the attack of Buenos Ayres, and on the march, being with the advanced guard, he had an opportunity of distinguishing himself, by throwing a bridge across a small river in two hours, which enabled the artillery to pass over rapidly, and which led to the total discomfiture of a force of Spaniards, consisting of 5000 men, by the light brigade, only amounting to fourteen companies of riflemen and artillery. On this occasion eleven pieces of artillery were taken from the enemy, principally owing to a charge of Captain Elder's company on the flank, aided by a bold advance of the line."

Captain Elder further had the good fortune to be most favourably noticed for his zeal and ability by Brigadier-General Robert Craufurd, who, on the disembarkation of the troops in the Bay of Barragon, personally inspected the manner in which the sentries had been posted, which called forth the General's marked approbation; and he declared that had he himself placed them, he could not have done it better. At the same time asking the name of the officer who had performed that duty, he was informed it was Captain Elder.

On the pursuit of the enemy by Brigadier-General Craufurd, Captain Elder was requested to reconnoitre a position, and while engaged on this service, a party of the enemy who had concealed themselves in a trench, fired on Captain Elder, and wounded him dangerously in the groin. He fell instantly; when the Brigadier-General seeing it, and believing him killed, exclaimed, "There falls as brave and gallant a fellow as ever lived!"

He was carried off the field, and for a considerable time doubts were entertained of his ever recovering. He had lost entirely the use of his limbs, but the strength of his iron constitution brought him through. The ball was never extracted, but was supposed to have lodged near the spine, and he often suffered great pain from its effects.

In 1808 Captain Elder joined the Army under Sir John Moore in the Peninsula, and was almost daily engaged with the enemy while covering the retreat of the Army upon Corunna. In this service his activity, and the excessive fatigue he surmounted, were remarkable.

He embarked for England after the battle of Corunna (in which he was engaged) with the remains of his corps; and in April, 1809, being one of the twenty officers originally chosen, he was promoted to a majority, and appointed by Marshal Beresford to the command of the 3rd battalion of Caçadores in the Portuguese Army, with the rank of Lieutenant-Colonel in that service.

This advancement he owed to the strong recommendations of the General Officers under whom he had served.

On leaving his old corps (the 95th), the company he had commanded presented Major Elder with a silver-mounted sabre, suitably inscribed, as a memorial of their respect and gratitude.

It is justly observed, that "in the 95th he was beloved and respected by every officer and soldier in the corps, and all viewed his honours and promotions with delight."

Lieutenant-Colonel Elder was indefatigable in training and disciplining his battalion, and when their improvement was considerably advanced, Lord Wellington and his Excellency Marshal Beresford reviewed them, when his Lordship said to him, "Colonel Elder, the Marshal and myself are under great obligations to you for the fine state of discipline to which you have brought your battalion, and to your country you have rendered a most essential service."

At the commencement of the Portuguese campaign, the 3rd battalion of Caçadores was attached to the light division in advance of the Allied Army.

On the 18th July, 1810, in the affair of Almeida, Lieutenant-Colonel Elder received the congratulations of Major-General R. Craufurd for the gallant conduct of his battalion in an attack upon two squadrons of French cavalry who were nearly destroyed. During this affair the remainder of the light division cheered the Caçadores from an eminence in the rear.

On the 24th July, in the severe action of the Coa, the 3rd battalion was particularly mentioned in Orders by Marshal Beresford, who, in thanking the Commanding Officer and corps, observed that "their brilliant conduct on that occasion was in every respect equal to that of British troops."

On the evening preceding the battle of Busaco, the 3rd Caçadores were closely engaged with the enemy's advance in front of the position, when Lieutenant-Colonel Elder's horse was shot under him.

At the battle of Busaco, the 3rd Caçadores were engaged during the whole of the 27th, and the morning of the 28th, and incited by the energy and intrepidity of their Commanding Officer, behaved with a spirit worthy of older soldiers, and fully justified the encomiums passed on the Portuguese troops by Lord Wellington, and by Marshal Beresford, the former of whom, in his Orders, was pleased to say, that "the 3rd Caçadores, under the command of Lieutenant-Colonel Elder, have added to their former reputation by their gallant behaviour, which was admired not only by his Excellency, but by the Army in general."

While the Army retired on the lines, the 3rd Caçadores distinguished themselves particularly at Alenquer, where, owing to a heavy rain and thick fog, the enemy succeeded in entering the village unobserved. Here the Caçadores promptly formed, and taking possession of a height commanding the bridge, held it against a division of the enemy, until that part of the Army occupying Alenquer had time to form and retreat to their respective stations.

From the arrival of the Allied Army in the lines of Torres Vedras, Lieutenant-Colonel Elder's corps occupied the outposts of the light division; and on Massena's retreat to the position of Santarem, it covered the advance of the Army, and was on several occasions closely engaged with the rear-guard of the enemy.

Whilst the French Army were in the position of Santarem (upwards of three months) Lieutenant-Colonel Elder was entrusted with the occupation of the bridge and two forts of Ponte Solario, the most advanced post of the Allied Army, and to which the greatest responsibility was attached. During this service the corps equalled the expectations formed of it.

On the retreat of the enemy from Santarem, Lieutenant-Colonel Elder, always in advance, had repeatedly the honour of being opposed to the heroic Ney, and while thus employed, took, and kept possession of the Castle of Pombal until the arrival of the Allied Army. Here he main-



tained his position for upwards of ten hours against the rear-guard of the enemy, consisting of, at least, ten thousand men, and the loss sustained by the 3rd Caçadores was very considerable; but Lieutenant-Colonel Elder and his corps received the thanks of the Commander-in-Chief, and the praise of the whole Army.

On the day following he was engaged with the right of the enemy's advanced posts, and Lord Wellington was pleased to state in General Orders, "that he had never witnessed a more brilliant attack than that made by the 52nd Regiment, and Lieutenant-Colonel Elder's Caçadores, in driving the enemy from the heights of Redinha."

On the 13th March his battalion was ordered to turn the enemy's right flank on the position of the Serra d'Estrella, and falling in with them at Chao da Lama (whilst they were attacked in front by the light division), he participated in the glory of driving them from the heights.

On the following evening the Caçadores composed a part of the troops which attacked the enemy with such rapidity at Foz d'Arouce that they were thrown into confusion: and in crossing the river they lost an eagle, and a number of men and officers were drowned.

Lieutenant-Colonel Elder's corps was again engaged in the skirmish at Guarda; and in the attack at Sabugal it forded the river in two places in front of the light division, driving in the enemy's advanced piquets. Lieutenant-Colonel Elder received the thanks of Lord Wellington in the field, and afterwards in Orders, for his conduct on this occasion.

The Allied Army going into quarters on the frontiers of Portugal, Lieutenant-Colonel Elder, with the 3rd Caçadores, was sent in advance to the village of Espeja, in Spain, and there they distinguished themselves by repulsing, in square, an attack of seven squadrons of the enemy's cavalry, who suffered severely in killed and wounded. The corps was publicly thanked by General R. Craufurd for their steady and determined conduct on that day.

In the battle of Fuentes d'Onore, on the morning of the 5th May, Lieutenant-Colonel Elder was engaged in covering the light division in the wood on the right of the line, from whence they were obliged to retire in square, being attacked by nearly the whole of the enemy's cavalry.

After the battle this officer was recommended for, and appointed, in May, 1811, to a British Lieutenant-Colonelcy, as a remuneration for his services.

From this period until the investment of Ciudad Rodrigo, Lieutenant-Colonel Elder's corps was constantly in the advance, and had many opportunities of attracting the notice of the Commander of the forces. The 3rd Caçadores was the first corps that broke ground before that fortress; and in the storming and capture it had the honour of leading the light division to the assault under a tremendous fire, carrying, besides their arms, 300 sacks of hay, which they placed in the ditch, and immediately mounted the breach. On their gaining the square, they were publicly thanked by General Picton (commanding the attack) for their gallant conduct, which, besides being praised by Marshal Beresford in Orders, was also particularly mentioned in Lord Wellington's dispatch of the 28th January, 1812, wherein, after recording the merits of various officers, his lordship says, "Lieutenant-Colonel Elder and the 3rd Caçadores were likewise distinguished on this occasion."

At the storming of Badajoz, Lieutenant-Colonel Elder, with his usual daring, led a brigade, composed of the 1st and 3rd battalions of Caçadores, and five companies of his old and favourite regiment the 95th, to the great breach, where he fell desperately wounded. He was left on the spot for dead, the troops passing over his body. Returning animation, and the blaze of fire around him, enabled Colonel Elder to distinguish his old and beloved regiment the 95th; and he had just strength enough to exclaim, as they crossed his body, "Elder, Elder!" when two of his former company lifted



him up and carried him into Badajoz, where he was for a considerable time confined by his wounds, which brought on locked-jaw.

But the circumstances connected with his behaviour on the above memorable occasion, as related in his own words, and the particulars of his almost miraculous recovery from the effects of his wounds, owing to the skilful treatment and incessant attention of his friend, Dr. Chas. F. Forbes, are vividly depicted in "The Table-Talk of an Old Campaigner," written by that gentleman, and published in this Journal for September, 1834, to which we refer the reader.

To that interesting recital it is only necessary to add that Lord Wellington in his dispatch, 7th April, 1812, on the capture of Badajoz, again records his opinion of Lieutenant-Colonel Elder's gallant conduct.

Being in a precarious state, owing to the severe nature of his wounds, Lieutenant-Colonel Elder was obliged to return to England; but previously to his departure from the Peninsula he was made Knight-Commander of the Tower and Sword by the Regency of Portugal; and his Royal Highness the Prince Regent of England was pleased to confer the honour of knighthood on him soon after his arrival.

In 1813, while yet in a state of convalescence, Sir George Elder rejoined the Army. On his arrival in France, he was promoted to the rank of Colonel, and appointed to the command of the 7th Regiment of Portuguese infantry. He was engaged in several skirmishes and affairs of posts. At the head of a body of troops—upwards of three thousand—he captured the Castle of Blaye, or Blois; and the terms of capitulation dictated by Sir George Elder to the governor of it—General De Haveland, commanding the 11th division—were much approved of by Lord Dalhousie, under whose immediate command he was then serving.

At the peace of 1814, Sir George Elder accompanied the Portuguese Army on their return to their native country, when he was, in 1816, promoted to the rank of Brigadier in that Service, and subsequently to that of Major-General, with the command of a brigade (the 5th) in the Alemtejo.

On the distribution of honours by his Royal Highness the Prince Regent of England, Sir George Elder was decorated with the Cross for the general actions and assaults of Busaco, Fuentes d'Onore, Ciudad Rodrigo, and Badajoz.

He left Portugal in 1823, but visited it again in 1830, when he was received with marks of high distinction by its Sovereign, the court, and the brave officers and men who had gained renown under his guidance, or had witnessed his gallant deeds.

He had received nine wounds in battle, eight of which were considered dangerous or severe, and for them Sir George Elder had been granted a pension from the British Government, which was continued until a regulation was made that only those who had lost a limb, or had suffered injuries which should be deemed equivalent to it, might continue to enjoy such allowance. But his Sovereign, in consideration of his sufferings, conferred on him the appointment of Lieutenant-Governor of St. John's, Newfoundland. Sir George Elder was promoted to the rank of Major-General in 1830, on which occasion his Majesty nominated him a Knight-Commander of the Bath; and he received the Star of a Spanish order from Ferdinand VII. in addition to that of the Tower and Sword.

In August 1836 Major-General Sir George Elder left England, having been selected to serve on the staff at Madras—an appointment as highly gratifying to the many friends he possessed among the bravest and most distinguished of the British Army as it was to himself and his connexions; but this satisfaction was crushed when the distressing intelligence arrived of his death, by accident, at Madras, on the 3rd December last. The particulars are thus described:—

"The demise of this gallant officer took place on the 3rd December, about half-past five o'clock. It appears that Sir George was mounted on a very

spirited horse, and called at Waller's stables for the purpose of giving some directions to Mr. Waller. Immediately on leaving the stables, the horse went off at score up the Mount-road, and when opposite the road leading to the Commander-in-Chief's house the horse attempted to turn, which Sir George tried unsuccessfully to prevent, when both rider and horse came with great violence against a tree, and it is supposed that this concussion was the cause of death to the gallant General, who had maintained his seat till that moment. After the concussion the horse stopped short, kicked up, and threw his rider off forwards. Captain Deas, 6th Madras Light Cavalry, happened to be passing at the time in Mr. Scott's carriage, and was instantly at Sir George's side; he never spoke; and on being lifted into the carriage, appeared quite dead. The body was taken to Dr. O'Neil's house, which was not far from the spot where the fatal accident occurred. All the injuries the General received were on the left side of the body; several of the ribs were broken; the heart and left lobe of the lungs torn open, and the spleen lacerated. The extensive injuries received in the chest must have caused instantaneous death. The head was but very slightly injured; the left arm was broken. Sir George landed at Madras on November 27th, exactly a week before his funeral."

He was followed to the grave, with every mark of honour and respect, by the military and civil authorities, and a large portion of the population of Madras.

Thus lamentably perished this distinguished officer and good man, after escaping perils innumerable in his arduous and honourable career.

In addition to his many hair-breadth escapes, the following providential deliverance from the most imminent risk, he owed to the kindness of Dr. Robb, then of the 1st battalion 95th:—

«Captain Elder, when slowly recovering from his dangerous wound, was about to be embarked from Buenos Ayres for England on board the *Alexander*, hospital-ship, which was crowded with sick and wounded.

Captain Elder expressing a wish to be under the immediate care of his friend, Dr. Robb, that gentleman produced for him accommodation on board his own vessel, though he belonged to the other battalion. The *Alexander* foundered at sea, and but very few persons were saved; who by means of their boat, after enduring great hardships, succeeded in making one of the Western Islands.

Dr. Robb had before saved Captain Elder's life when bathing in the sea at Weymouth. They had taken a boat, and at a considerable distance from the shore were swimming about, when Captain Elder was seized with the cramp, and crying out in great distress, his friend reached him at the critical moment, and fortunately succeeded in saving him.

Several circumstances more or less relating to Sir George's military feelings, and genuine goodness of heart, might be related, and however unimportant they may by some be deemed, his friends and former associates will not peruse them without interest, for they mark those minuter traits that define the peculiar character of the man.

During the retreat upon Corunna, notwithstanding the inclemency of the weather, fatigue, and privations, which many of the hardiest nearly sank under, it was observed with no small surprise that in the short intervals of repose, Captain Elder was seen indefatigably engaged in coursing; following his sport with an ardour and spirit which were not without their moral effect upon the wearied though undaunted troops who were spectators.

That gallant soldier, Captain Kincaid, has related, in his "Random Shots from a Rifleman," an occurrence during the action of the Coa, which, ludicrous as it was, might well have aroused the ire of one less interested about the honour of his corps than was Colonel Elder. For this characteristic incident, which, did our limits permit, we should gladly quote, we must refer the reader to the spirited pages of Captain Kincaid's volume.



But if Colonel Elder had to witness the unsteadiness of some of his men in the early part of this affair, their subsequent conduct during that trying contest did credit to the newly-formed corps, and the following incident speaks for the spirited and kindly feelings of their brave leader.

While slowly retiring before the French, with a view of repassing the River in his rear, Colonel Elder's attention was forcibly arrested by the situation of an Artillery officer, whose horses having been killed and his men disabled, was anticipating the capture of his gun, but with the devotion characteristic of his corps, was unable to separate himself from it. Hearing him exclaim, "Oh, my gun! my gun! how shall I carry off my gun!" Sir George, actuated by the noblest feelings, cried, "We'll do it for you;" and addressing a few energetic words to his *Caçadores*, with one portion of them he kept the French at bay, while the others, seizing the tackling of the gun, dragged it over the narrow bridge, encumbered as it was with baggage and fallen mules, and dead and dying men, and succeeding in placing it on the opposite ascent, resigned it to the gallant officer who had so anxiously felt for its safety.

Sir George's sense of gratitude was ardent in the extreme, and he expressed himself as strongly as he felt when those to whom he owed an obligation had cause to complain of injury or annoyance. A tried friend of his casually observed, with reference to a past transaction—"I am sure that if I were by any extraordinary circumstance prevented from meeting a man who had insulted me, Elder would fight him for me." This having been jocosely mentioned to Sir George, he exclaimed, with great warmth—"Fight him! aye would I!"

The following anecdote displays a happiness of repartee that alone could be prompted by Sir George's usual correct feeling and sense of what was due towards a public character who had merited his gratitude:—Dining in company with a numerous party, among them was an individual of some importance, and whose political feelings led him to remark with much asperity and virulence upon the character of a foreign Prince to whom Sir George felt under high obligations. Mildly hinting his dissent from the excited speaker, and stating his own position with regard to the personage in question, it only served to increase the vehemence of the angry gentleman, and he indecorously exclaimed—"—— is the greatest rascal in Europe!" "He is no more a rascal than you are, Sir!" quietly but firmly replied Sir George.

To sum up Sir George Elder's character in the language of those who best knew him, his indomitable courage tempered with prudence, his unswerving adherence to his duty when under command, and his quick perception and determined exertions when command devolved upon himself, characterised his career as a soldier; and his strict honour, his kindly feelings, forgiving temper, quiet manners, and propriety of conduct, his life as a man. He was, consequently, favoured with the esteem and confidence of those under whom he served, and beloved by his men, into whom he infused courage: his friends were numerous, and strongly attached.

Lord Hill, in recommending him to his gracious Majesty for the high and lucrative appointment on the Staff of Madras, marked his sense of Sir George Elder's merits and services.

The glorious Chief whom he so often had followed to victory, and whose slightest praise is fame, continued to the last the uniform expression of his approbation.

Thus honoured and distinguished by the favour of his Sovereign—the praise of a Wellington—the approbation of his superiors, and the kind wishes, respect, and friendship of all who had served under him, or had known him intimately, he terminated his career.

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## MAJOR-GENERAL SIR LORENZO MOORE, K.C.H. and C.B.

This distinguished officer has just closed a military life characterised by the extent and variety of his services, and the zeal and efficiency with which he performed them. He entered the Army as Ensign in the 61st Regt., and from thence until he ceased doing regimental duty—a period of forty-two years—he never sought leave of absence from his corps, except when compelled by severe ill-health.

Though not fated to share the glories of the Peninsular war, he was second to few in all those high qualities which contributed to crown the British arms with victory. He embarked no less than twelve different times on foreign service in various quarters of the globe—in the East Indies, Egypt, the Cape of Good Hope, the Mediterranean, and in the West Indies twice. In the year 1795 he was severely wounded at the capture of St. Lucie: and his constitution was so shaken at that early period of his life, by the combined effects of his wound and the West Indian climate, that he seldom ceased to feel the effects of them. Yet he never suffered himself to yield to the lassitude usually attendant on such occasions, but manfully struggling against it, and sustained by a strong sense of the soldier's duty, his military spirit carried him through all fatigues, and enabled him to acquire a character so high as to recommend him for quick promotion, and secure to him the approbation and confidence of three of England's most highly thought of Generals of the day, namely, Sir John Moore, on whose personal staff he served in Ireland in the year 1798; he was subsequently appointed to the staff of Sir Charles, afterwards Earl Grey; and lastly to that of Sir Hildebrand Oakes.

In the Mediterranean he commanded the only British regiment (the 35th) employed in the capture of the Ionian Islands; and so distinguished was his conduct in the progress of military operations there, that during the siege of the strong fortress of St. Maure, he was thrice thanked in Public Orders—the last of these called forth by a brilliant achievement, deemed nearly impracticable at the time, whereby with a force scarcely one-third of that opposed to him, he carried by assault their last position in front, and within point-blank range of their fortress, and so strengthened it during the night, as to enable him effectually to resist the full fire of the batteries from daylight to midday, when the enemy were compelled to surrender.

He was subsequently appointed head of the provisional government and Commandant in the island of Zante, which he held for four years, and by his judicious and conciliating conduct so gained the esteem and regard of the inhabitants, as to call forth a flattering testimony of their feelings in requesting permission for the island to become sponsor to one of his children, born during his government there.

In the year 1834 he was honoured by his present Majesty with the investiture of the Guelphic Order, as a Knight Commander, having previously obtained a Companionship of the Bath. In private life Sir Lorenzo Moore was remarkable for all those qualities and affections which, as a husband, a father, a relative, and a friend, endeared him to all those objects of his love and regard.

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## FOREIGN MISCELLANY.

## FRANCE.

## HIGHWAYS.

THE number of roads now existing, after deducting the country-roads (*routes ou chemins communaux*), comprise a distance of nearly 27,500 leagues (about 70,000 miles). They consist of

|   |   |   |               |
|---|---|---|---------------|
| Royal Roads                               | . | . | 8623 leagues. |
| Departmental ditto                        | . | . | 8505          |
| Military ditto                            | . | . | 350           |
| Country ditto ( <i>chemins vicinaux</i> ) | . | . | 9319          |
|   |   |   | <hr/>         |
|   |   |   | 26,792        |

This is quintuple the number which were in use in Napoleon's time. France possesses at present 1000 leagues in length of canals; these, together with the improvements in progress or determined upon in the navigation of its rivers, will, in a few years, insure 3000 leagues of internal water-ways. Great Britain, on the other hand (says a French writer), possesses but 1800 leagues of river and canal communications.

## . NORWAY.

There is no scholastic establishment in this country better deserving of notice than the Military Academy or "Cadet Institution" at Christiania. I paid a visit to it during my recent tour, and was received with much kindness by the officers attached to it. They one and all spoke German, and made a point of showing me whatever there was which could interest me. The details of the course of instruction were first explained to me: it is so comprehensive that I know not what branch can remain to be added. I was myself a Cadet in Berlin, but am really ashamed to confess that I scarcely knew even by name many branches of science in which the Norwegian Cadet, independently of the ordinary round of tuition, is instructed. Of statics, for instance, nautics, hydraulics, and mechanics, not so much as a word of explanation was ever afforded me when I was a youth. None can obtain a commission unless they are familiar with German; nor are any allowed to leave without having passed through a course of natural and experimental philosophy. I found the classes engaged in drawing plans—a point to which I have given much attention, and on which I consider myself competent to report with some degree of confidence. The facility and accuracy they have attained I can designate by no juster terms than "perfectly astounding." The skill with which they lay down the gentle and precipitous declivities of wide-spread masses of rocks, by means of horizontal shadings, in one place narrow and in another broad—in one by strong and in another by light tints, contriving in this way to distinguish them from common slopes of the soil,—cannot be exceeded. They follow Lehmann's theory in laying down these slopes. The Academy possesses an excellent library, as well as a collection of beautiful models of mines, bridges, &c., and another of all sorts of minerals. The Academy was founded by a person of the name of Anker. It is composed of forty pupils, who are divided into four classes, thirty of whom pay an annual fee of ninety species-dollars (about 14*l.* sterling), and the remaining ten 250 sp. dol. (about 39*l.*) They lodge in the town. Others, besides the children of officers, are admitted. They enter the army after having studied five years, and passed a very rigid examination; and they then receive a sum of 90 sp. dol. towards defraying the expense of their equipment. I was much delighted with the gentlemanly manners

and soldierlike appearance of the young men, both in their habiliments and carriage.—(From the correspondence of an Officer of Engineers in the Prussian service.)

The population of Norway was 900,000 in the year 1815 : it is nearly 1,200,000 at the present. The annual increase of inhabitants is therefore upwards of 14,000.

### RUSSIA.

There are 160,165 children of soldiers and recruits in course of education at the public expense. During the last eight years 4343 of these children have received inferior appointments in public offices, 2308 have been placed as surgical assistants ; 452 as assistants in a geometrical capacity ; 586 have been entered in the service of the Navy ; and 120 have been attached to the musical profession.

### DENMARK.

A recent letter from Copenhagen contains the following remarks on the present state of the Danish Marine. " Our fleet is at present composed of 6 ships of the line, 8 frigates, 10 sloops, and 60 gun-boats, whose crews, when they are placed on the war establishment, require a force of 6,550 sailors. Independently of these crews, the ships, frigates, and sloops are officered by 136 Naval Officers, 52 Cadets or Midshipmen, 26 Officers on shore, 132 civil *employés*, 62 Masters or Steersmen, 138 Subaltern Officers of the Artillery, 216 Subaltern Officers of Marine Service, 50 Subalterns of the Marines, 230 mechanics, 226 cooks, bakers, &c., 78 musicians and drummers, and 1,000 Manns. The equipage of a gun-boat is composed of 1 Lieutenant, 2 Subalterns, 1 artilleryman, 10 sailors, and 50 marines. The entire crew of a vessel of the line consists of 666 officers, sailors, marines, civilians, mechanics, &c. : that of a frigate, of 357 ; and that of a sloop, of 128."

### GREECE.

The present population of this kingdom is 926,000 souls ; the number of troops on the peace establishment is 12,326 : and the number of ships of war is 32, carrying 190 guns and 2400 officers, seamen, and marines, among whom there are 4 Captains of the first class, 12 of the second, and 10 of the third ; there are 580 Lieutenants and Ensigns on the Navy List. Many of the latter are serving on board of merchant-vessels, the number of which is 1678, including all burthens from five tons and upwards. The kingdom is divided into thirty governments or counties, and eighteen sub-governments. The Council of State is composed of 3 Vice-Presidents, 17 Councillors in ordinary, among whom there is one foreigner only, viz. General Church, and 14 Councillors on special service. There are 38 Greek and 4 Roman Catholic Bishops. The Order of " the Saviour " contained, on the 1st of January last, 72 Grand-Crosses, including 4 native Greeks only ; and there were, at the same date, 56 Grand-Commanders, inclusive of 8 natives ; and 77 Commanders, of whom 22 were natives. There were, at that time also, 200 Knights of the " Golden Cross," and 100 Knights of the " Silver Cross."

### SOUTH AMERICA.

#### HAFBOUR AND PORT OF CALLAO.

If bound by sea to the capital of Peru, the traveller is first put on shore at Callao, the port as it were of Lima, from which it is about seven miles distant. It has scarcely a building of any note ; and the houses, even those which form the High-street, have but a single story, with a base-



ment beneath, and a flat roof; a gallery towards the street runs along the front. The number of inhabitants is about 4000. They depend upon the shipping and their fisheries for subsistence. The harbour is protected by three forts, mounting 180 guns altogether. The largest of these forts, which is called the Royal Philip (*Reale Felipe*), is built at the extreme point of a tongue of land, that stretches out to the westward of the town; the second fort lies also on the same neck of land, and in conjunction with the other efficiently commands and protects the roadstead and the north and south channels into it. The third fort, San Fernando, appears to have been constructed with more direct reference to the defence of the town itself than the other two. The whole of them are built with stone from the adjacent rocks, have bomb-proof casemates and a covered way, and are surrounded by palisades and a deep moat. Reale Felipe contains a church, powder-magazines, &c. General Rodil obstinately defended these works, when they had become the last hold of Spanish sovereignty in this quarter of the globe: and nothing but the extremities to which the garrison was reduced could prevail upon him to offer terms of capitulation to the "liberating army" under Suere. The latter having, however, refused to listen to them, Rodil resolutely held out in the teeth of privations almost unexampled, for another six months. Every ordinary kind of food having been exhausted, the garrison slaughtered and consumed their horses; and when this means of support failed them, they were compelled to live upon the dead bodies of their fallen comrades. A few ventured to speak of surrendering; but no sooner did this reach Rodil's ears than he ordered these few, among whom was a Captain in the service, to be shot forthwith without any of the forms of military law being previously observed. In the mean while the besiegers lost their ardour, and seemed to abandon every hope of reducing these strongholds. But human nature could no longer contend against the non hand of starvation; and in January, 1826, Rodil having lost two-thirds of his men, and saved his honour and that of the Spanish name by as gallant a defence as the annals of modern warfare afford, submitted to a capitulation, by which his country abandoned its last footing on the Peruvian soil to the infant republic.

The mole, or landing-place, which lies to the southward of San Fernando, between that and the other two forts, is extremely convenient. The shore is firm, and lined with shingles. The water is conveyed from a fountain in the town by iron pipes, which deliver it at the landing-place. By this means the boats receive it in a perfectly fresh state. There is a custom-house guard stationed in a building facing the mole; and from this spot a sharp look-out is kept on every boat that passes. If you attempt to proceed farther inland, the men hail you, and courteously request you to go to the guard-house, where you are searched to your very skin: all goods found upon you, which have not paid the duties, and exceed forty shillings in value, are instantly confiscated for the good of the state and of the parties making the caption.

Callao has suffered much by earthquakes; but none were so frightful as that of 1747, which buried the whole town and nearly every individual in it below the sea; while nineteen out of the three-and-twenty vessels at that time in the roads were driven ashore or lost.—(Diary of a Dutch Naval Officer, 1836.)

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## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Battle of Busacco.—Reply from Major Mackie to Lieutenant-General Sir John Cameron.*

MR. EDITOR,—Lieutenant-General Sir John Cameron has, in your Journal of the present month, been pleased to characterize my observations on Busacco in the number for March as “a long and confused statement” of that battle. This supposed confusion he accounts for, in a manner quite satisfactory to himself, by presuming that I was “then probably a Subaltern in the 88th regiment.” Permit me, in the first place, to request Sir John to do me the favour again to read those observations, and he will find that I have by no means professed to state all the details of the battle. My observations were limited to a portion, though a most important one, of the operations of the day, as to which I conceive Colonel Napier has been greatly misled in his account by the—no doubt involuntary—errors of Sir John and others. In doing this, I believe I may safely say, that my statement, however confused it may appear to him, is clear and satisfactory to all whose minds are unprejudiced, and not pre-occupied with views which, being opposed to facts, and obstinately adhered to in spite of evidence, must necessarily give the appearance of confusion to what is the simple truth.

As to the second point, of my being “probably a Subaltern” at the battle of Busacco, I beg leave, in conceding the fact, respectfully to ask of Sir John Cameron, as I have formerly had occasion to ask of another writer in your Journal, what my rank at the time can possibly have to do with the arguments I bring forward? The force of these, it would appear, Sir John denies, or rather the possibility that I can have such to offer. He has denied my statements; and what is his reason? “I was a Subaltern!” Why, Mr. Editor, hath not a Subaltern eyes? and hath not a Subaltern hands, organs, dimensions, senses, affections, passions?—fed with the same food, hurt with the same weapons, warmed and cooled by the same winter and summer as a Lieutenant-General is? If you prick him, does he not bleed? and if you tickle him, will he not laugh? and if you wrong him, shall he not retort?

But, Mr. Editor, in vindicating the claim of Subalterns to be considered as reasoning, and reasonable beings, capable of seeing what comes under their own observations, or of judging of the evidence of others, mine, after all, shall be a Christian retaliation. I confine it to doing him the favour of hoping that Sir John Cameron will allow himself to be set right, as to points in regard to which I have already convinced others that he is decidedly in the wrong.

Without entering on the question at what particular period of his military life the blind young puppy of a Subaltern begins to open his eyes, or when an officer may presume to look about him, as entitled by his rank to use and to believe them, having now, I trust, myself attained the grade of military discretion, I may perhaps be pardoned in respectfully reminding Sir John Cameron that a two-edged weapon cuts both ways. Had Sir John kept this in mind before he had recourse to the *argumentum ad inferiorem*, I might have been spared the necessity of employing an expression, the only one, as I conceive, which can by possibility,—but not, I maintain, with justice, be construed by Sir John into an *unceremonious* introduction of his name. How he can consider any use I have made of it as *unmerciful*, I cannot imagine. Sir John must have been aware that his letter to Colonel Napier, when published by the latter as part of the ground-work of an authentic history, was liable to be subjected to the strictest scrutiny. The expression, Mr. Editor, to which I refer, is my

using the word *absurd*, when speaking of the charge which Sir John Cameron has brought forward in that letter, and in no measured terms, against Sir Thomas Picton, *then his superior officer*, of incapacity and want of judgment in the disposition and employment of his troops upon that day,—a charge which, under the circumstances, I have shown fully warranted the epithet I have employed.

I might, perhaps, complain, in turn, of the manner in which the Lieutenant-General has given his contradiction of the statements I had made, as to the position of the 71th regiment, and also as to the point of Leith's attack, unsupported as his contradiction is by even the slightest proof or reasoning on his part.

I conclude, Mr. Editor, by assuring Sir John Cameron that it was never my intention to disparage the just pretensions, either of the 9th regiment, or any other portion of General Leith's corps. Until, however, Sir John shall have brought forward the proofs which, to his mind, are sufficient to establish views diametrically opposite to what, for twenty-six years, had been received as the accredited and authentic statement of the facts,—views, it is to be remarked, which are in contradiction to the dispatches of Lord Wellington, to the clearest inferences to be drawn from the returns, and contradicted further by the positive testimony of officers, who were not only present, but in various and in the very best positions for observing, I am sure he will excuse me for declining to come forward with any further evidence upon the subject.

Until he shall do this, and at the same time satisfactorily explain how the troops under General Leith's command could have rendered services of the nature represented, with a loss on their part, so inconceivably disproportionate to the general casualties of the day, he must excuse not only myself, and others who were present, for believing that Picton's right was never turned, or even endangered, but the public also, for continuing in their old belief, that, as to the comparative merits of the two divisions, the glory of supporting the credit of the British Army at this particular point of one of the most arduous of its contests during the war, belongs exclusively to the third.

10th May, 1837.

WILLIAM MACKIE, Major Unattached.

### *The Non-Commissioned Officers of the Army.*

MR. EDITOR,—I have the honour to be an infantry Serjeant; and although your columns are principally occupied by the lucubrations of commissioned officers, I am confident the interest which you feel in behalf of all ranks of the Army will induce you to attend to the expression of grievances on the part of humbler grades. Permit me, then, Mr. Editor, to occupy a small space in your valuable Journal, by a short appeal in favour of men bearing a rank very far from unimportant, and to whose exertions a great portion of the discipline of an Army, distinguished throughout the world for that indispensable quality, is justly attributed—I mean the Serjeants. A gentleman of your experience in military matters must admit that the considerations due to this rank have been overlooked by those who are, or ought to be, as well the dispensers of proportionate reward for merit, as they are of punishment for crime; and I am convinced that the majority of your readers coincide in this opinion.

Who will assert that the Serjeant-Major receives an adequate compensation for the arduous duties which devolve on him? Who will deny that they are the most fatiguing, and, comparatively speaking, the most responsible in the whole regiment? Does not his situation require sufficient means to enable him to support it with the respectability which is more particularly requisite in the character of a man only one step below a commissioned officer—and is three shillings a-day a just compensation for his labour, or enough to support him in a manner becoming his rank?



The Quartermaster-Serjeant's pay is by no means adequate either to the duties he has to perform or the station he has to uphold. The next is the Paymaster-Serjeant. Is not ten years by far too long a period for him to wait for the addition of sixpence per diem to his daily pay? His duty involves the compilation of accounts of a very complicated nature, and requires from him not only considerable attention, but great arithmetical ability: but, Sir, is the inducement I have alluded to sufficient either to excite him to strict attention, or stimulate him to the acquirement of increased knowledge?

The Schoolmaster-Serjeant has recently been granted sixpence per diem, in addition to his daily pay, after ten years' service. What a munificent gift! Whether such generosity will attract to the Line a number of well-educated young men anxious to be engaged in the interesting task of beating the alphabet into the heads of dull adults, and teaching "the young idea how to shoot," being so employed in a close room nine hours a-day, receiving one shilling and elevenpence daily for the same, with the *handsome* expectancy of an extra sixpence *ten* years hence, must be left for time to decide.

I pass over the Armourer-Serjeant, because he is in the possession of a trade which affords him a comfortable subsistence, and proceed to state that the Hospital-Serjeant does not receive a provision adequate to the requisites of his situation.

I now come to the Orderly-room Clerk.\* Is there a Commanding-officer or Adjutant in the Service who will deny that the Orderly-room Clerk's duties are most fatiguing and responsible? In fact, how many regiments are there in the Service in which the duties devolving on the person filling this situation are performed *exclusively* by himself? On some stations, and at certain periods, as many as three or four individuals are absolutely necessary to work that part of the machinery of a regiment which he alone is supposed to do.

Let me ask what are the inducements which lay wait for his assiduity, and encourage him in the performance of his duty? *Imprimis*, he must serve a probationary period of three years before he can be entitled to reckon Serjeant service. This is decidedly unfair, in comparison with other Serjeants; for although he may serve two years and 363 days faithfully, on the 364th day of the third year he may be displaced for a trivial offence, without Court-martial, and revert to his duty in the ranks without being benefited by the insertion of Serjeant's service in his record, thereby depriving him of the advantage it would probably give him at the termination of his military career. After completing this probation, he has still to serve in the same capacity seven years more before he can obtain the additional sixpence per diem.

I will give an instance (not hypothetically) of the unevenness of the probationary system. A man serves as Orderly-room Clerk in a dépôt for five years. On the arrival of the service companies at home, he succeeds the Regimental Orderly-room Clerk. Is it just that he should serve still three years longer before he can be considered as fit to perform a duty which he had already done for five years? or is such further trial of his ability necessary?

Having thus slightly touched on the situations of Staff Serjeants, I proceed to advert to others equally, if not more important.

His Majesty's Regulations direct that Commanding-officers of regiments are to use the utmost circumspection in the selection of the Colour-Serjeants, and to take care that this honourable distinction is bestowed only on men of approved valour and fidelity, who by attention to the duties of their station, and to the discipline of their respective companies, may render themselves worthy of such a mark of approbation. I imagine, Mr. Editor, you are of opinion with regard to this body of men, that they do justice to the discretion of their respective Commanding-officers. This

situation is meant to correspond with that of Troop Serjeant-Major in the Cavalry. So far as pecuniary remuneration is considered, I do not think they have more cause to complain than their brethren; but most certainly they have ground for complaint with regard to their barrack-accommodation, which by no means corresponds with that afforded to Troop Serjeant-Majors in the Cavalry. They have often money in their possession to a considerable amount, and a barrack-room filled with men of various characters is not, on that account, a fit domicile for them.

But there is another reason, which, indeed, applies to Serjeants generally. It is this: a Serjeant is compelled, in a measure, to become the associate of men over whom it is intended he should exercise a strictly superintending authority. Now, Mr. Editor, picture to yourself a barrack-room sufficiently large to accommodate thirty men, with only one fireplace in it. Can the Serjeant in charge of that room be comfortable, consistently with his duty? He cannot. He must either sit on his iron bedstead, shivering with cold in an opposite corner, or he must mix by the fireside with the men, thereby making himself a restraint on conversation which, although not fit for *his* ear, may be in its actual tendency (so far as discipline is concerned) harmless. He is either considered by the men in the shape of a merry associate, or as a spy, whom they are compelled to obey, but cannot respect.

I regret to say there are too many men in the Army who will endeavour to make the situation of those Serjeants who fearlessly and honestly do their duty as unpleasant as possible, and it is in their power to do so with impunity to a very great extent; the disaffected soldier can always find language to express his spleen in a manner, although his meaning may be quite obvious to the Serjeant, his words, *literally*, are not sufficiently insubordinate for the non-commissioned officer to take proper cognizance of. Again, a Serjeant is often the cause of bringing an offender to condign punishment; and how many instances occur in which the lives of valuable non-commissioned officers are endangered, and in some cases they have been sacrificed, by the malignant revenge of a hardened villain, or the infuriated madness of a reckless drunkard; and yet an Infantry Serjeant is compelled very often to sleep in an adjoining bed to characters of such description. When so situated, can he lie down to rest without apprehensions for his personal safety? Impossible!

There is another topic which I deem of great importance—I allude to the Serjeants' mess.

"Commanding-officers are enjoined, when practicable, to form a Serjeant's mess, as the means of supporting their consequence and respectability."—Vide General Orders, p. 123

Now, Sir, towards the attainment of so great an advantage, I am sure the formation of a Serjeants' mess is the best that could be invented. Nothing tends more to *l'esprit du corps* and good feeling; nothing could more produce the effect of making the Serjeant respected, and giving the men an idea of his consequence, than this establishment. But what are the facilities afforded for supporting it? None. No place is set apart as a mess-room; no fund is allowed for its consumption; everything must come out of one shilling and elevenpence. I will not enter into a detail of the distribution of this sum, as I do not wish to be too prolix. I will merely, therefore, broadly assert, that one shilling and elevenpence per diem will not support a Serjeant's situation with that degree of respect which it deserves, and the good of the Service requires.

Some of your readers may imagine that I have exaggerated the disadvantages under which our rank labours. I appeal to those officers who have served as Serjeants prior to the date of their commissions, and who, with every deference to others, are the only individuals who *can* form an adequate idea of the numerous difficulties which attend the *correct* performance of a Serjeant's duty, and of the inequality of the rewards apportioned to him compared with other ranks.



In conclusion, Sir, allow me to express an humble opinion, that were the desirableness of a Serjeant's badge more increased, a description of young men, at present, I am sorry to confess, but too scarce in the Line, would be induced to enrol their names as its members, and old and well-tried non-commissioned officers would be less anxious to quit it. Make the rank more valuable, there would be less reduction from it, and less anxiety for promotion to a higher one.

F. J. D.

[Coincidentally with the foregoing letter, which, by the evidence it affords of capacity and education, sustains the arguments of the writer in favour of the class whose superior respectability he advocates, we have a communication from an intelligent and experienced commissioned officer on the same subject, from which the following is an extract. There can be no doubt of the expediency of improving the qualifications and position of non-commissioned officers.]—ED.

"During the war, when the militia was embodied, many men of respectable character and education being forced to serve as Militiamen, were induced to volunteer into the Line. These men made excellent non-commissioned officers—a class upon whom the discipline of a regiment mainly depends. This description of recruits are not to be met with in peace time: there is no inducement for respectable, well-educated men, to enlist into regiments of the Line; and the consequence is, that soldiers are promoted to non-commissioned officers, not because they are really equal to the duties they have to perform, but because they can write, and are somewhat steadier than their comrades." If the Commissioners had called for a return of the number of Serjeants and Corporals reduced to the ranks, with the offences for which they were deprived of their stripes, in one year, they would have seen how many were guilty of the same crimes, the commission of which by the privates it was their duty to report, and of how little value the rank and pay of a non-commissioned officer was considered by most of those men.

"Foreign armies are recruited by conscription; the ballot, with much refuse, also catches many of the best of the population; but this arbitrary mode cannot be thought of in a free country. Enlistment must be voluntary; and unless, therefore, certain and decided prospects of advantage, solely dependent on good behaviour and abilities, are held out, it cannot be expected that many, if any, respectable men will subject themselves to the danger and hardships of a soldier's life.

"Were the situations of Serjeant-Major, Quartermaster-Serjeant, and Pay and Colour-Serjeant of a company placed upon a higher and better footing—more pay—separate and comfortable quarters—not subjected to the same duties or control from every officer in the corps, the youngest Ensign as well as the grey-headed Major, as the other Serjeants—never to be deprived of their office except by sentence of Court-martial, and that, at least, a district or garrison one, and the sentence, in no case, to be carried into execution without the approval of a General Officer—were some such advantages held out, with a future chance of employment in the police or customs, &c., many young men might be induced to enter."

### *The Bugle Sounds of the Army.*

MR. EDITOR,—Although I have not often met musical articles in your journal, nor have seen musical notes in its pages, yet I am induced to address you on a musical subject;—I allude to the bugle sounds of the Army. Nothing can be more inaccurate than the version given of them in the regulations for the field exercise; as printed, they are generally unintelligible. To prove this, let any Light-bob set the music of the Regulations before a lady at her piano, whose ear it may be supposed is unused to the calls as actually sounded, and he will soon be satisfied that there must be some mistake; the notes played will, in some instances, have no resemblance to the little tunes he has been accustomed



to hear from the bugle. It would seem that some person knowing a few notes on the flute has attempted to transpose the calls, as originally inaccurately printed in De Rottenburgh's book in the key of C, into D, and a very awkward attempt he has made of it.

The very first call, the "Extend," is given with an interval not to be found on the bugle, the minor third, F natural to D. In fact the very first note is wrong: it should be an F sharp; but why the calls should be transposed from the natural key I cannot conceive. The second call is one of the few correctly noted. The third, the "March," or as it is more usually called, the "Advance," is very different, as written, from the sound used and known in the army; it affords a good example of the effect of the position of the bars upon musical accent. The lady may play for hours the "March" of the Regulations, except the last bar, before the Light-bob would discover that the "Advance" was intended; yet all the notes which the bugle would sound are played. In the fourth call, the "Halt," the first note B, the call being transposed, should have been a D. The B would be a major third below the lowest note on the instrument. The eighth call, "the Assembly," is absurdly written.

In the following new version I propose to make one or two deviations from the Regulation Calls, and I believe that most buglers already do so in practice. First, in the "Close," I propose to make the lowest note of the call G instead of C, which latter is a difficult note for any but a good bugler to catch in the unprepared way it occurs in this call. In one or two other instances I propose to adopt a similar change, by which means the calls in which this deep note, the lowest C, is retained, will become more marked.

I also propose to introduce two new calls, the *right* and *left shoulders forward*. How the mistake has crept in of directing the "Incline" to be used for these calls, in the section 2, on the "Signals and sounds for regulating movements," in this really improved portion of the last edition of the drill, one is at a loss to guess. Turning to article 15 of the following section, we find a different direction as to the effect of the "Incline." These two contradictory passages are as follows:—

§ 2. 4th Article. "IX. Incline to the right. If on the march, *left shoulders forward*. If halted, the skirmishers will take ground to the right in file."

§ 3. 15th Article. "To incline to the right." "The skirmishers make a half-turn to the flank to which they are ordered to incline (rear-rank men covering their front-rank men), and continue in the diagonal direction until the 'Advance' is sounded, when they will return to their original front, and move forward as before. If, when the skirmishers have made the half-turn, the bugle should sound the 'Incline' a second time, the men's shoulders should be brought up, so as to complete the face and march in file."

Now, this latter instruction, I need not say, will produce a very different effect from "Left shoulders forward," as directed in the preceding section. It is to remove this difficulty that I propose to introduce two short and well-marked calls for the "Right and left shoulders forward." I think that as an *annul* for these calls the three last bars of the "Advance," or the last bar of the "Retreat," as the case may require, would be sufficient; as, if the whole of the call be sounded, too much time may be lost, and the degree of wheel made may be, in consequence, too great.

My notation is very different from that to be found in the Regulation; but it will be found to accord with the mode of sounding the calls in actual use in the Service, and will express what probably is *really intended* in the regulation. I give all the calls in the order to be found in the book, numbering the two new ones above mentioned xii. and xiii.

J. P. S.

No. I.—*To Extend.*



No. II.—*To Close.*



No. III.—*Advance.*



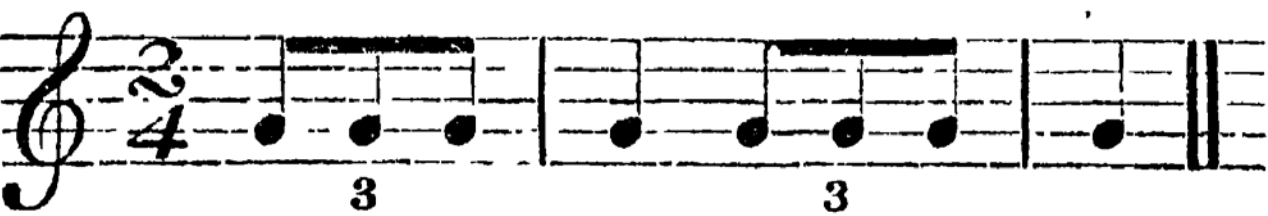
No. IV.—*Halt.*



No. V.—*To Fire.*



No. VI.—*To cease Firing.*

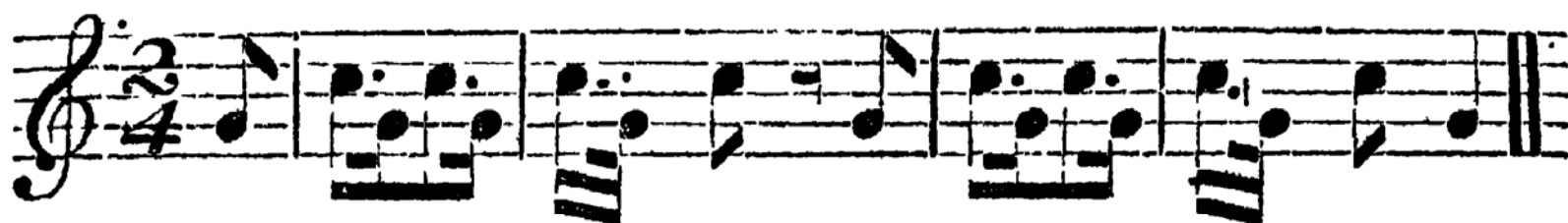
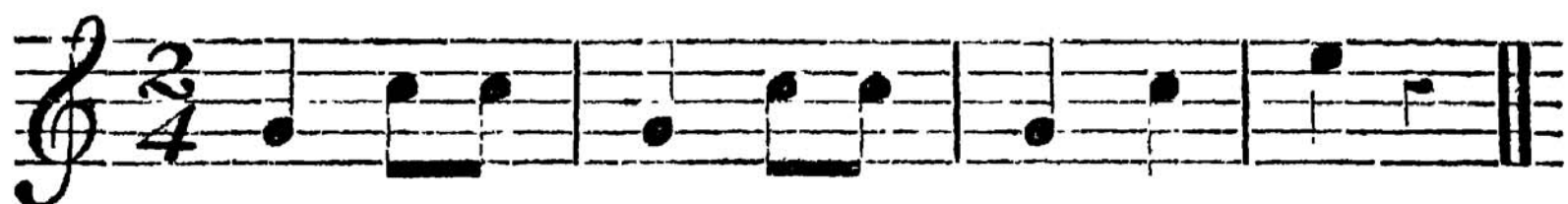
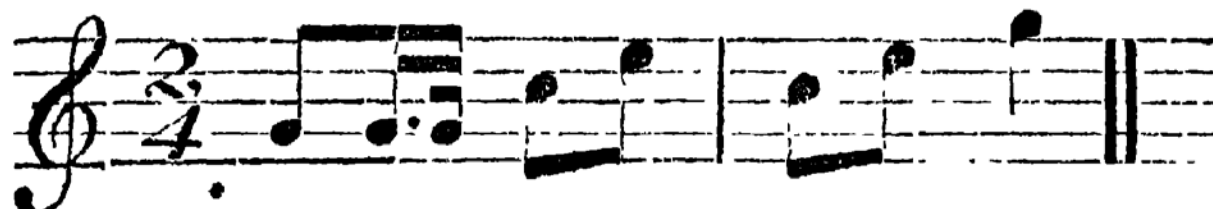
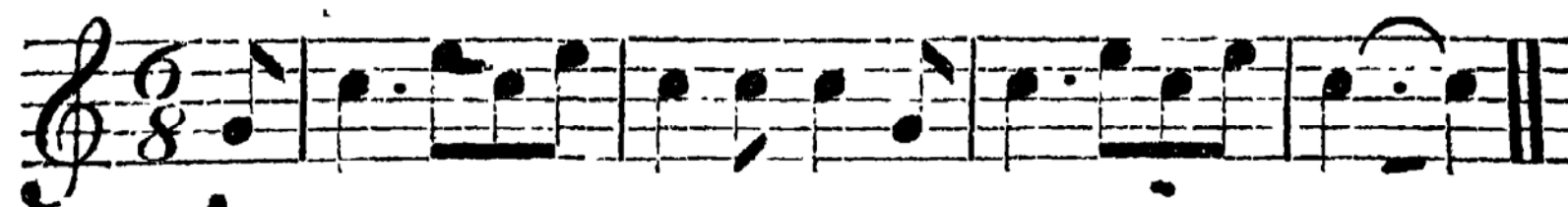
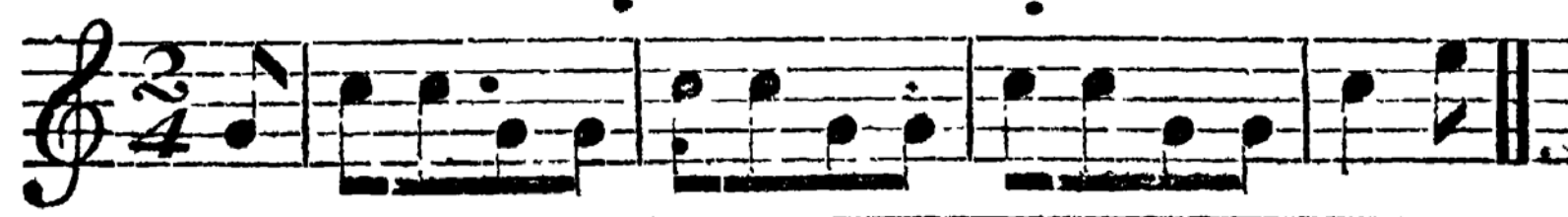


No. VII.—*To Retreat.*



No. VIII.—*To Assemble.*



No. IX.—*Incline to the Right.*No. X.—*Incline to the Left.*No. XI.—*The Alarm.*No. XII.—*Right shoulders Forward.*No. XIII.—*Left shoulders Forward.**Assembly of Officers.**Quick Time.**Double Time.*

\* I think I have heard this call or something very like it before.



*How "Humanitas" would reform the Army.*

MR. EDITOR,—Being in the habit of reading your excellent Journal, I perceive that our most distinguished patriots have kindly resolved that the United Service shall participate in the great advantages communicated by the mighty march of intellect. These statesmen have already shown their desire to improve the British Navy, by freeing the future Sartorii and Codringtons from any chance of being trammelled by the education received at a Naval College. What can book-worms and shore-going Professors know of the mighty deep? No! the minds of our tars must be as rude, and their ideas as uncontrolled, as the billows and hurricanes they are destined to brave.

This great boon having been granted to the Navy, the same unwearied benefactors are now seeking the means of giving renewed energy to the Army—by the abolition of flogging, that severe restraint on one of the great resources of our country, the Excise, and by the adoption of the consolidation system, by which one body may happily unite subjects at present totally estranged—and as spirits, water, acid, and sugar, are found, when combined, to form a soul-stirring nectar—so by consolidating the, now unfortunately, separated branches of our military administration, the incubus of a too severe discipline will be shaken from our Army, and a love of freedom created in the formerly lash-subdued minds of our hitherto neglected soldiers; and as it matters not what metal the spoon be made of which stirs the punch, so a banker or a bankrupt will answer equally well to direct the military Board.

Anxious to do all in my power to aid such patriotic objects, I beg leave, Mr. Editor, to present to your notice my consolidation shell, the use of which, as I shall prove, will do away with flogging, save the erection of black-holes, dry-rooms, prisons, &c., supersede the necessity of military colleges, and greatly abridge the expense and labours of an actual campaign.

My consolidation shells are of brass, that metal being at present most in repute, and divided according to their size into classes, that they may correctly fit every individual, like the ready-made clothing now issued to the soldiers. Every regiment to have a proportion of each class attached to it. The shells for the use of the grenadiers to be about six feet four inches in the interior diameter; those for the battalion companies and drummer-boys to be less in proportion; by which means a small saving may be made—economy being the paramount object in all naval and military matters. These shells are to be dragged after each regiment when on a march, by the lesser delinquents; and they are to be used as solitary cells for the more lenient correction of those whom the old system condemned to the inhuman punishment of being flogged; one grenadier, battalion man, or drummer, being confined in each shell, according as it belongs to the class, No. 1, 2, or 3.

I must here acknowledge, Mr. Editor, that the form of my solitary cell is not original. A gentleman of great personal experience in solitary confinement has lately mentioned, that the being imprisoned in a room with corners had little effect on him, as those corners gave rise to a number of ideas which amused his contemplative mind; but he added, that no person could possibly bear to be imprisoned in a round room. On this hint I write; and in the certainty of obtaining the approbation of this round form from one eminent patriot, I may mention that it is evidently derived from the Greeks, since the reason why that great philosopher Diogenes lived in a tub, was clearly, that his reveries might not be disturbed by any angular annoyances in his literary pleasure-box. The advantages of this mode of confinement are obvious: the solitary shells

would always be at hand; and being continually before the eyes of the men, the sufferings of those under confinement could not be forgotten by their comrades, as is too often the case at present, except when the turn for duty or guard coming round rather sharply, a steady old file may mentally growl—"Plague take Tom Swipes; had he been flogged, he would have been at his duty by this time, and mounting guard instead of me."

On the exterior of each shell I propose engraving essays on military instruction, which, to save expense, might be extracted from the publications by the Society for the Diffusion of Useful Knowledge; for example, the Penny Cyclopaedia, article "Adjutant." They might also be embellished with the portraits of great patriots and good subjects—for example, Joseph Hume and Daniel O'Connell. Thus would our warriors be instructed in military tactics and the love of country, without the expense to the nation of Sandhurst, Woolwich, or Chatham, with this great advantage—that those most requiring instruction would have the greatest opportunities of receiving it.

My shell having thus done away with the necessity of flogging as well as of providing buildings for confinement, or the establishment of military colleges, I shall proceed to point out how it must shorten the period and expense of an actual campaign.

It sometimes happens that a fortified town occupied by our troops may be surrounded by the enemy. Now I shall make these shells the means of either throwing aid into the place, or of enabling the garrison to evacuate it, without the disagreeable necessity of cutting a passage through the besiegers. Under the proposed management of the Army, a very short period must expire before we shall have a large body of men perfectly accustomed to be conveyed in shells: so that a detachment of these bomb-lodgers might be marched into their shells, and thrown over the heads of the enemy, and thus the garrison would be strengthened, or the besieged might make a sortie in this manner, and by taking the trenches in reverse, break up the investment. I do not think that any reasonable objection can be offered to the bomb-lodgers' moving through the air instead of on the earth, as is proved by the late graphic and poetical account of the expected ascent of certain highly-distinguished persons in a balloon. To encourage the bomb-lodgers, medals ought to be bestowed upon them, which would be the more highly prized as these distinctions cannot now be gained by those soldiers who are stupid enough to adhere to the old jog-trot straight-forward manner of doing their duty.

Having no doubt that you now fully appreciate my consolidation shell, and that it will be eagerly adopted into the Army,

I have the honour to be, Sir, your obedient Servant,  
May, 1837.

HUMANITAS.

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*Volunteering in India,—in reply to "Testis."*

MR. EDITOR, —Your correspondent TESTIS, on the volunteering system in India, I think belongs to that class who know very little of what passes in a corps ordered home. Believe me, his opinion of the men is erroneous: it is neither bounty or Asiatic luxury that induces them to volunteer; the primary cause is previous treatment, both by Commanding Officers and others. Entreaties or threatenings are useless; so eager are both sergeants and privates to free themselves from their superiors.

The day of volunteering ought to be a lesson through life to such gentlemen. No personal disrespect is shown, but gratitude for past acts of kindness or intercession, often appears on separation of a private from his respected officer. I have seen the manly tear flow freely down the veteran's cheeks, and this tribute of affection appeared mutual.



It is now for the first time that a private exhibits himself in true colours, by a narrow scrutiny into the character of the corps for selection,—a point not ascertainable through the medium of either the press or recruiting serjeants on first enlisting. This was the case with the 78th in 1817; and when such regiments as the 14th, 17th, 59th, and 67th, were selected by a majority of the volunteers, no one ought to condemn the present system, or assert that the same number of recruits would have been more acceptable to each regiment. These men did not require drilling, but were ready to continue their military career, and uphold a character unsullied by the commission of crime cognizable to either a civil or military tribunal.

TESTIS asserts, "that the public suffers considerably by the detention of men in India!" Very few are of his opinion, it being well known that one man to whom the climate has become habitual is worth half-a-dozen of recent importation, especially if the corps is actively employed, or stationed in the interior. The complaint against old stagers contaminating the morals of recruits is threadbare, which shows that he had very little intercourse with his men, and I beg leave to assure him, that every supply from Britain, from 1803 until 1817, proved themselves highly initiated in irregular conduct. It is not either in his or my power to state how they became so, but clearly shows that recruits, on joining their corps, are well prepared to occupy a place in the book of transgressors; therefore not so highly appreciated as he imagines.

The arrival of recruits is always ominous to both officers and men, especially if the commanding officer proves an indifferent tactician, who, to improve himself, harasses all parties with constant drill and field-days.

It certainly would prove beneficial to the service if a regiment had the opportunity of returning home after ten or twelve years in India; but previous thereto, each man, without distinction, should have the option of either remaining in the country, or embarking; and not to be compelled, as the writer was, with his wife and family, after being appointed a serjeant-major in the Honourable East India Company's service.

Again, I beg leave to ask your numerous correspondents, if it is not easier to drill a body of recruits at home, after the regiment's arrival, than to accomplish an altered system with old hands?

Finally, I beg to suggest to the higher military authorities a plan which would be gratifying to our corps abroad, and decrease the Pension List at home, namely, the formation of five Veteran Battalions: two at Calcutta, two at Madras, and one at Bombay, for duty in those garrisons, and detachments, if necessary; which would be the means of a greater body of effectives being on active service. It is a fact, that every regiment has, more or less, men unfit for the field, but competent for garrison duty; and these would form the basis. Officers, from the same cause, could be obtained, with others from the Half-Pay List; and the Commander-in-Chief would then have ample means to promote meritorious serjeants as ensigns, adjutants, and quarter-masters.

I am, Sir, your obedient servant,

G. A.

London, May 17, 1837.

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*"Navy of the Imaum of Muscat."*

MR. EDITOR,—Having read at the close of the Portsmouth correspondence, in your April Number, an account of the Navy of the Imaum of Muscat, copied from the American papers, allow me to send you a correct statement of the force of that prince, not from hearsay, but my own personal knowledge:—



|  |                        |
|--|------------------------|
| Shah Allum . . .                               | 50 guns and 1300 tons. |
| Caroline . . .                                 | 40 do. 700 ,,          |
| Prince of Wales . . .                          | 32 do. 600 ,,          |
| Piedmontaise . . .                             | 32 do. 620 ,,          |
| Rahmany (corvette) . . .                       | 22 do. 702 ,,          |
| Mustapha . . .                                 | 30 do. 550 ,,          |
| Tange (schooner) . . .                         | 6 do. 170 ,,           |
| Elphinstone (schooner) . . .                   | 6 do. 80 ,,            |
| Schooner . . .                                 | 6 do. 140 ,,           |
| 4 Bungalows, from 8 to 12 guns, and 140 to 200 | ,,                     |
| 4 Battilles, of 2 to 4 guns, and 80 to 120     | ,,                     |

The Imaum has also two merchant-ships and two brigs, which may be armed in case of necessity. The territorial possessions assigned to him are partially correct ; but he owns no islands in the Gulf of Persia except Kishme, Larrach, and Ormus. He farms a few places on the Persian coast, near them. He also has two or three small places on the Arabian coast, near the entrance of the Gulf, but possesses little influence in any other part except through his firm alliance with the British Government in India.

The trade of his dominions employs in that part mentioned by your correspondent about fourteen ships and brigs, and five hundred bungalows and battilles, from 60 to 400 tons ; the coasting trade near 1200 more, from eight to forty or fifty tons.

The Imaum is an excellent and able man, a great improver of that part of his dominions over which he has full power. His revenues are about 700,000 Spanish dollars. The ships are in good order ; but as to high discipline, no Arab under his own flag could be trained to it. Another thing against it is, the ships are only manned when required : the service over, the crew are discharged.

If you think this worth insertion it is at your service ; and, if you wish it, the writer will at a future period send you a full account\* of Muscat and its dependencies.

Your obedient

G. B. B.

### *More Suggestions for the Improvement of Barrack Regulations.*

MR. EDITOR.-- I thank you for having given insertion to my suggestions in the matter of barracks. I now beg to state a few more :—

1. Any extra accommodation which can, without putting Government to expense, be afforded to officers, should be granted ; such as spare rooms, stabling, &c.

2. A quarter should be furnished the band-master. The bands of the Service are supported by a compulsory subscription from the officers, and a master must be hired to teach the musicians. The giving quarters to this individual is the least assistance the Government may give.

3. There should be rooms for the servants of the officers, and bells to all the quarters.

4. A right to quarters should be acknowledged for a certain number of women per company. At present, in quartering soldiers, the Barrack Regulations do not allow any space whatever for soldiers' wives.

15th April, 1837.

K.

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\* Which we shall be happy to receive.—Ed.

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, May 21, 1837.

MR. EDITOR,—A day or two after the last communication went from hence, the *Thunder*, surveying vessel, commanded by Captain R. Owen, arrived from the West Indies. She has been constantly employed for the last four years surveying the Grand Bahama banks and the Mosquito coast, dividing the duty into six months on the banks, and from November to April, during the dry season, on the coast. The passage across the Bahama bank is now much used by British and American vessels trading to Havanah and New Orleans to avoid the Gulf-stream, and it is highly desirable that the track should be correctly laid down in the charts used. With respect to the coast of Neatam, or Mosquito coast, a part between St. John, Nicaragua, and Chagres, is still unfinished.

While surveying to the eastward of Cay Labos, near the Diamond Point of the bank, the *Thunder* got on the shoals called Murcas, and considerably damaged her bottom and false keel, the greater part of the latter being knocked off; and it was found requisite for her to go to Port-Royal to be inspected, and, if possible, repaired; but as she could not be hove down at that port, in consequence of the wharf at Jamaica being too old and weak for the strain, the Commander-in-Chief judged it most expedient to send her to England to be paid off, in preference to going to Bermuda to be repaired. Moreover, the crew had got tired of the arduous and ill-paid service of surveying, and wished a change; and if the *Thunder* had been paid off, and re-commissioned on a foreign station, most of the men would have left her entirely.

The *Lark*, brig, Lieut. Barnett, is to carry on the survey of the Mosquito coast, and was to sail direct from Jamaica. The *Thunder* carried to the island of Old Providence the *Lark*'s extra provisions and stores, and having landed them, she went to Havanah, to see if Cay Sal lighthouse was in full play, but discovered that in a gale of wind which occurred the previous November it had been blown down. The Spanish Government are desirous that it should be replaced; but the British Government think the light would be in a more advantageous position if fixed on the Double-Shot Cays, and the *Thunder* on her passage home surveyed it. She afterwards called at Nassau for letters and dispatches for England, which place she quitted on the 18th.

The *Thunder*, having been inspected by the Commander-in-Chief on her return from foreign service, has been paid off. She is the only foreign arrival during the month. His Majesty's ship *Cornwallis*, called a 74, but without lower-deck guns, arrived from Plymouth last week, and on Monday she re-hoisted the flag (white at the fore) of Vice-Admiral the Honourable Sir Charles Paget, G.C.H.; and the Vice-Admiral, his family, and suite, having embarked on Wednesday last, they sailed for the West Indies on Saturday. Sir Charles Paget will proceed direct to Bermuda to relieve Admiral Sir Peter Halkett in the command of the squadron on the North American and West India station. It is a miserable piece of economy sending her on the American coast with a reduced complement of officers and men, and an armament inferior to one of the heavy American frigates. It is understood to be the object of the Admiralty in doing so to obtain the services of an additional sloop of war!

The *Princess Charlotte*, 104, the flag-ship of Admiral the Honourable Sir Robert Stopford, G.C.B., appointed to relieve Admiral Sir J. Rowley in the command of the Mediterranean fleet, went to Spithead on Wednesday, but is not expected to sail until the 1st June. She will escort the *Ariadne*, a vessel to be stationed at Alexandria, filled with stores and coals, for the use of the squadron and steam-vessels.

The Sparrow, ketch, being fitted and rigged in a peculiar manner, has had several trials, and being found to answer, is now only waiting for dispatches from the Colonial Office, and will then proceed to Rio Janeiro. The Sparrow is intended to be stationed at the Falkland Islands.

The Larne, 18, is destined for the East Indies, and, being manned and nearly ready for sea, will get away in a week or two.

The Sparrowhawk is short of seamen, and will consequently be unable to move for some time. The beautiful schooner Fair Rosamond, destined for the coast of Africa, is to go to Spithead on Monday. She is well and fully manned, and altogether a most desirable command.

The Hazard, converted into a ship, and launched a month ago, has been commissioned this week by Commander J. Wilkinson, and the Romney, formerly a troop-ship, to be stationed at the Havannah, for the reception of captured slaves, has this week been commissioned by Lieutenant Charles Jenkin. It was intended to give her a serjeant's party of Marines, but that is countermanded, and she will have a crew of sixty-five, including the Commander, a Surgeon and an assistant, Second-Master, &c. &c. Lieut.-Colonel Cockburn, recently appointed Governor of the Bahamas, will go out in her, and be landed at Nassau. The foregoing comprise all the shipping movements.

The Benbow, Illustrious, President, and Edinburgh, are in dock, as well as the Tyne and Alligator. The Edinburgh is expected to be the flagship of Rear-Admiral Sir F. Maitland, *if* he gets a command; and the Tyne to be re-commissioned again, it being ascertained that the damage experienced by getting on shore at Barcelona is not so serious as was expected, some of the after part of the false-keel and dead wood only being knocked away. Benbow is quite ready for commission, and is afloat in dock.

A considerable number of General Evans's Legion--wounded and unserviceable--have returned to England during the present month; and it is very gratifying to state that they are better treated on being discharged than has been the case hitherto. The Swiftsure, hulk, is still appropriated as a receiving-ship for them on first coming into the port; and the agent from the London head-quarters generally comes down in a day or two after their arrival, examines their papers, &c., and pays arrears. It has been a fine harvest for the Jews and dealers in old clothes; for every one lately discharged has been furnished with a suit of clothes of one sort or another, and they are landed in decent trim, and consequently no blame can attach to the Spanish authorities for their appearing in London naked and starving.

On Saturday last two vessels, "Le Deux Amis" and "Marie Victoire," came in with about 180 of them, and in the course of the week their claims upon the Spanish Government have been liquidated, and the men sent about their business, with a trifle of cash and decent clothes. A batch of miserable creatures still continue in the neighbourhood--men who laid down their arms in December last, and were sent home in a Swedish vessel, but being driven on the coast of France, did not get to England until five or six weeks ago. These unfortunate people are in a most deplorable plight--have no money due--and must come upon the parish.

It would appear that the Board of Admiralty have not finally settled how the examinations of Midshipmen and Schoolmasters ~~are for the future~~ to be conducted; for being driven in a corner, and repeatedly asked where the Midshipmen were to assemble, they directed the Commander-in-Chief, Admiral-Superintendent, and the Captain and Schoolmaster of the gunnery ship Excellent, to attend at the Naval College on the 8th inst., and examine such Midshipmen as might present themselves. The business was, however, conducted by one of the late Mathematical Assistants; and on the occasion the following were found qualified:--

Mr. George Bennett Lawrence, late Thunder; William Burrows Willis,  
U. S. JOURN. No. 103, JUNE, 1837. S



**Excellent; William M'Culloch, Stag; Sir Wm. Hoste, Bart., late Asia; Mr. A. T. Freese, late Favourite; Geo Baker, Mastiff.**

It was unfortunate that at this examination six were rejected, and consequently produced remarks very far from approving of the new Examiners. As it is imagined the Schoolmasters to be introduced in the Navy upon the new system will have to undergo a most rigid and systematic examination, some candidates in this place are anxiously waiting to know the nature of it—if it is to be put forth in print. As to the expectation of ever getting men from Oxford or Cambridge to submit to the regulations of a man-of-war—to work for a trifling and irregular income—be subject to the caprice of a dozen commanding-officers—and, after all, no defined duty pointed out, is out of the question. The plan of the Admiralty is, like all those of the present Government, crude, and only a waste of time in endeavouring to complete. It is generally believed that the members of the Board have no one arranged plan for any thing, but trust to fortune for success. Some members of the Board have been here, as well as at Plymouth, Chatham, and Woolwich, to see such officers of the Marine corps as might wish to obtain retirement from length of service. They had before them every officer that had applied, so personally to judge if he had a fair claim for retiring. Not a syllable transpired as to the result of the inspection, except that the Colonel-Commandant of this division, Colonel Harry Lewis, was allowed six weeks' leave, with an understanding that he would not be required to come back again; and he has, or is about to take away his goods and chattels out of the garrison. His brother, Lieutenant-Colonel Geo. Lewis, C.B., carries on the war in his absence.

You gave some account last month of Lieutenant Hall's fire-engine tubes. The Admiralty have ordered all the Dock and Victualling Yards to be supplied with them; thus fully approving his invention. It will not reflect much to their credit if they do not reward this active and deserving officer with something more than empty praise, although that is their system. Lieut. Hall has adapted these tubes to filling casks and tanks—one of the latter, capable of holding 398 gallons of water, and filled by a single hose in five minutes, was, with two others of the same measurement, filled by Lieut. Hall's tube-hoses in eight minutes and a half. There is no doubt but the London insurance houses will adopt them.

A Court-Martial is ordered to be assembled at this port for the trial of Captain Sir Thomas Fellowes, C.B., late of the *Pembroke*, but now in command of his Majesty's ship *Vanguard*, on charges instituted by the Admiralty, originating in an official report from Capt. Moresby, C.B., the present Captain of the *Pembroke*. The charges relate to Sir Thomas not resigning the *Pembroke* to Captain Moresby until he had joined the *Vanguard*. The court are also to inquire into the cause of the ship getting on shore, and the circumstances attending it, and what took place while she was on the rocks near Gibraltar. It is understood that orders have been sent out for Sir Thomas Fellowes to come home in the next Malta packet; and it is therefore most probable the proceedings will have commenced by the time your June Number is published.

There are letters in the town as recent as the 22nd January, from Commodore Mason of the Blonde, detailing the disturbances at Callao between the Peruvians and Chilians. It appears that the Blonde and Talbot, being ~~of the~~ <sup>in the</sup> charge of the guns of the combatants, were compelled to move three or four miles out of the line of fire. The attack of the Peruvian gun-boats, &c., on the Chilian blockading squadron was made under cover of a thick fog, which unfortunately cleared away before its customary time, so that the attacked party were in some measure prepared, and repelled the assault with great loss.

• The Blonde and Talbot were at Callao on the 21st January. The Cleopatra had gone from Rio to Valparaiso on the 15th March. It is contemplated by the Admiralty, when flag-officers are next appointed to the

commands in the East Indies, Cape of Good Hope, and South America, to alter the limits of each station. Instead of a Commodore being in the Pacific, the flag-officer is himself to be stationed round the Horn, and his command limited thereto. The Brazilian part of the South American command will be added to the Cape of Good Hope command, and that flag-officer have a Commodore under him at Rio. To meet this increase of responsibility, the charge of the Mauritius will be removed from the Cape to the East India station.

It is reported here that a Branch of the Post-office Packet Establishment is to be formed at Weymouth, and that in future four steam-vessels are to be employed to convey the mails to and from that port and the islands of Guernsey, Jersey, Alderney, &c. &c. A Lieutenant and Purser are to be appointed, and the whole under the direction and orders of the Superintendent, Captain Sir Ed. Parry.

A change in this garrison will take place next month—the depôts of the 58th and 59th are ordered to Cork, and the depôt of the 68th to Newry. These troops are to be replaced by the depôts of the 24th, 89th, and 90th Regiments. It is said the 51st are to be here for a short time previous to going to Van Diemen's Land, and the 88th to be moved to Waterford. Let the latter go where they may, they will be a great acquisition to any place; for a more orderly and better-managed set of men never appeared in any garrison, and their excellent discipline and uniform good behaviour reflects the highest credit on the officers. Perhaps an instance of the kind never occurred before in this garrison; for on St. Patrick's day, when almost every man of them was out of barracks, and in honour of the Saint did not abstain from whisky, if he could get it, yet nearly the whole were in quarters at tattoo, and there was not a single complaint to the authorities of the town or garrison that an individual had been insulted, or in the slightest degree molested. Now, when it is remembered from whence this distinguished regiment principally recruits and that they mustered on that day upwards of 700 men—many of them wild and raw soldiers—it reflects the highest credit on the officers and non-commissioned officers for being able to obtain moral influence, as well as military control over so inflammable a band, and thereby prevent outrage.

P.

P.S.—I have omitted to mention that the Hercules is still at Spithead, and will probably remain there until Parliament is up, as the services of her Captain cannot be dispensed with by Government. If the Conservative party had detained a ship-of-the-line for a number of weeks on such a pretence, what an outcry would have been raised by the Destructives! Possibly, as three of the depôts are to be removed to Ireland, she may be substituted for a transport, and thus a little work be got out of her. As to being short of men, that is soon obviated. She can be completed by a draft of men from the Victory.

Plymouth, May, 1837.

MR. EDITOR,—The Ringdove brig, 16, was docked on the morning of the 21st ult., to have her bottom examined, and to make good some trifling defects, and was turned out of dock the same night. On that evening the Thunderer, 84, was docked, to ascertain the condition of her copper, and minutely to look into such defects as may be better attended to in dock than afloat. I have been informed that there are not less than eight kinds of experimental copper upon her bottom, but as they have been there for only a short period (four or five years, at the outside), the trial to which they have been submitted has not been of sufficient duration to lead to any result tending to prove the superiority of any one description of copper above the rest. The experimentalists must therefore await with patience the development of some facts to justify a decision as to the relative merits



of their various modes of manufacturing copper sheathing. I wish it were in my power to say that another experiment which has been tried upon the *Thunderer* was involved in equal uncertainty as to the result. I allude to a practice, introduced into the Dock-yards a few years since, of filling-in the openings between the frame-timbers (throughout the hold of a ship) with *cement*, the effect of which is said to have produced an obviously premature decay of the surfaces of the timbers with which it has been in contact. I know not how far the mischief has extended, but rumour states it to be of rather a serious nature. The ship was visited about a fortnight since by one of the Lords of the Admiralty (Sir Thomas Troubridge) while he was at this port paying an official visit of inspection at the Marine Barracks; and she was subsequently inspected by the Surveyor of the Navy, who was at the Dock-yard the early part of the present week.

The *Pluto*, steamer, Lieutenant Gordon, sailed for Woolwich on the 22nd, and is now undergoing repairs at that Dock-yard. Her Commander has been transferred to the *Columbia*. The *Sappho*, 16, Commander Fraser, went down into the Sound on the 22nd. The *Hermes*, steamer, Lieutenant Blount, arrived from Falmouth on the 23rd; she returned there on the 20th, from the Mediterranean, and was ordered round to Plymouth to have her defects made good. The *Forester*, brigantine, arrived from the Cape of Good Hope on the 24th.

The 27th being her Majesty's birth-day, was kept as a holiday at the public establishments, and celebrated by the usual demonstrations of loyalty. The troops of the garrison were reviewed upon Mount Wise, and fired a *feu de joie* at twelve o'clock; and at one the flag-ship in Hamoaze, and the ships in the Sound (*Sappho* and *Scorpion*), fired a royal salute. The ships in harbour were gaily bedecked with colours during the day; and at night there was a grand display of fire-works from the *Adelaide*, where Captain Sykes entertained a party at dinner. The *Comus*, 18, Commander Hon. H. P. P. Carey, went down into the Sound on the 28th. On the evening of the 30th, the Commander-in-Chief returned from leave, and was saluted the following morning by the ships in the Sound.

On the 3rd of the present month the *Lightning*, steam-tender to the *William and Mary*, yacht, arrived from Woolwich, having touched at Portsmouth on her passage round. She sailed the next day for Pembroke-yard; and on that day the *Messenger*, steamer, also from Woolwich, came into port.

The *Cornwallis* being reported ready for sea, was inspected on the 4th instant by the Port-Admiral, Lord Amelius Beauclerk. His Lordship looked very minutely into the general arrangement and equipment of the ship, and appeared to be much pleased with the admirable order in which he found her. She has, indeed, been quite a show-ship. The Admiral took particular notice of the patent chain messenger, which was set in operation in his presence; he also examined with much apparent interest, the fitting of a new description of bed and quoin to two of the long guns, upon a principle invented by Mr. Chatfield of the Dock-yard. Shortly after Lord Amelius had left the ship she was visited by Rear-Admiral Superintendent Warren. On the following day the *Cornwallis* was towed into the Sound by the *Messenger*, the variableness of the wind having prevented her sailing out of harbour. She was very gaily dressed out in colours; the yards were manned, and as the weather was particularly fine, a large party took a passage in her into the Sound. In passing Mount Wise she saluted the Admiral, after which the band played "*Rule Britannia*," *con spirito*. The salute was answered from the Sound by the *Sappho*, because, as I understand, a salute from the flag-ship is generally accompanied with the fracture of divers panes of glass in the windows of the housings over the building-ships at the south end of the Yard!

The *Columbia*, Lieutenant Gordon (late of the *Pluto*, *Comet*, *Phoenix*,



and Rhadamanthus!) arrived from Woolwich on the 5th. She sailed on the 7th for Santander, with twenty tons of powder for the use of troops employed in Spain; and the Devon, lighter, sailed the same day, also with stores for Spain.

• The Cornwallis was paid on the 8th, and sailed on the 10th for Portsmouth. She arrived there on the 11th; and ere this communication appears in print she will most probably be on her passage to Bermuda, with the flag of Vice-Admiral Hon. Sir Charles Paget, G.C.H., who is to supersede Sir P. Halkett in command of the squadron in the West Indies. The Sappho sailed on the 10th for the West India station; and the Comus on the 12th.

• The Pembroke, 74, which had been expected here for some time past (the Hermes having brought intelligence that she was on her passage home), arrived on the 14th, and was towed into harbour by the Messenger on the 15th. She has been busily employed getting her guns on shore, starting her water, and taking such other steps as will prepare her for being docked, to undergo the necessary inspection after having been ashore. It appears that she was aground for twelve hours, during which time she must have strained considerably, as it is stated that many of her keel-bolts may be seen to protrude above the keelson; and I have been informed by a person who went on board purposely to see her, that the bolts which secure the knees by which the beams are attached to the ship's side exhibit manifest symptoms of much straining, the rings upon which the bolts are clinched being so loose that they may be easily turned round by the finger and thumb. She is to be taken into dock on Monday (22nd), and then, I suppose, we shall know something more about her.

Rear-Admiral Ross sailed for Portsmouth on the 14th in the Plymouth, yacht, which, it is expected, will bring back Rear-Admiral Warren's family.

The Jaseur, 18, Commander John Hackett, arrived on the 14th from the coast of Barbary. She is at present performing quarantine, and it is supposed she will be paid off at this port.

The Hermes sailed to-day for Falmouth.

The latest news here is, that the Donegal and Wellesley are to be brought forward as flag-ships, but it is not known for what stations they are destined.

The reports from the experimental ships, Pique and Inconstant, puzzle us a good deal. Opinions are divided, as you well know, touching the relative merits of these frigates; but no one ever dreamt that the old Talavera would have the slightest chance with either of them.

Yours, &c.

• D.

\* \* We are compelled, from want of space, to omit our Milford Correspondent's Letter, which does not, however, contain any incident of material importance.

#### REVIEWS AND CRITICAL NOTICES.

OBSERVATIONS ON RAILWAYS, WITH REFERENCE TO UTILITY, PROFIT, AND THE OBVIOUS NECESSITY OF A NATIONAL SYSTEM. BY COL. MUDGE, F.R.S., OF THE ROYAL ENGINEERS. 1837. 8vo. WITH A MAP.

So many interested, and therefore partial, representations have been lately laid before the public, that the author begins with disclaiming connexion with any of the speculators in this line. He enumerates the great and numerous advantages derivable from a cheaper and quicker means of communication being established throughout the country. A considerable actual saving would be experienced, for instance, in bringing cattle to market, since they otherwise decrease many pounds in weight on the march; while the value of remote estates is as much enhanced as if their distance

from the metropolis were halved. But he at the same time states that, owing to the undulating surface of England, much more skill is required in selecting a good line, and in the construction of the railway itself, than in the extensive plains of Germany or America.

It is much to be regretted that the good example of the Liverpool and Manchester railway company, in publishing their accounts half-yearly, has not been generally followed, since it would be so great a public benefit, as well as the most incontestible proof of their own honesty. So much has been happily achieved in this country without Government assistance or interference, that many say—Let those who embark their capitals in such speculations look to it. But the analogy does not hold good. Too much temptation is held out to engineers to pronounce every proposal as feasible and desirable; and the bills are so hurried through Parliament, that however well inclined the members of the Committees may be to investigate the claims and assertions of each company, it is quite impossible to do their duty effectually without devoting their whole time, *pro tempore*, to the subject—no less than 101 new railroads being now proposed.

There ought, moreover, to be a mathematician, a geologist, an engineer, an eminent lawyer, and a secretary, in order that the matter be duly sifted in all its branches, which indicates the necessity of an express board. It must be conceded that the gentlemen sent to Ireland as Commissioners are well chosen; but still they are not enabled to devote the whole time to the business. We therefore agree with Colonel Mudge that “a National System of Railroads” should be contemplated, and the workmen be restrained by a strict police.

#### DOCUMENTS RELATING TO STEAM-NAVIGATION IN THE PACIFIC.

LIMA. 1836.

IN the month of June last, Mr. Wilson, the Consul-General at Lima, communicated to the British merchants along that coast that his Majesty's Government was disposed to favour a direct communication through Panama, and therefore invited them to meet and decide on a project for this purpose. They did so accordingly, and a Mr. Wheelwright having already made great exertions with this aim, and expended a good deal of money in obtaining an exclusive privilege for steam navigation for ten years from the governments of Chili, Bolivia, and Peru, they agreed to proceed in conjunction with him, after giving him a certain remuneration.

Of the utility of the measure there appears to be no difference of opinion, steam-vessels being decidedly preferable to sailing vessels, on account of the prevalent south winds. An estimate was therefore made out, with great detail, on the supposition of having three steam-vessels, of from 400 to 500 tons each, constantly plying, and a fourth in reserve. They compute the annual expenses, making large allowance for wear and tear, and contingencies, at 43,000*l.*, and the probable receipts at 93,000*l.*—being about 112 per cent. profit for the shareholders.

#### NAVAL INVENTIONS.

PATENT ANCHOR, by JAMES ALLEN, Shipmaster, of Greenock.

THIS gentleman's object is the very important one of preventing the anchor from being fouled, by the cable or chain taking a turn round the upper arm—a situation emphatically termed “the seaman's disgrace.” For this purpose he attaches two arcs of iron, one on each side, extending from the broadest part of one fluke to the corresponding part of the other, so as to continue the sweep of the fluke. When the flukes are thus guarded, even if the cable should take a turn, as above alluded to, it will slip off again, as is evident by consulting the inventor's plate. Moreover, this improvement can be applied to any anchor, so that the expense is very trifling.

## A JURY-RUDDER, by A. P. ALLEN, Esq.

IN November, 1832, the merchant-ship *Town of Ross*, on her return from America, encountered a violent gale, in which, besides other disasters, she lost her rudder, so that the master was thinking of abandoning her. But Mr. A. P. Allen, of the India Company's Service, being then fortunately on board her, proposed constructing a rudder with spare spars laid side by side, and fastened together by short planks laid across them, and there firmly nailed and bolted, after a plan and method of his own. To facilitate the shipping of it, a kedge-anchor is suspended to the foot of this temporary rudder, and it proved equal to rescue them from their impending misfortunes. Indeed, so well did the ingenious expedient answer in preserving the ship, that the owners offered Mr. Allen the command of her; besides which, he afterwards received handsome testimonials of its merit both from the Admiralty and from Lloyd's Coffee-house.

## A JURY-RUDDER, by CAPTAIN W. HENVEY, R.N.

WE ought rather to have used the plural here, since Captain Henvey has communicated to us a series of plans for temporary rudders; but as we may consider them of a *genus*, we will mention the most striking of them. It may be considered as of two distinct portions, the one consisting of a spar put vertically through the rudder-hole, or obliquely through one of the cabin-windows; the other of a broad flap, constructed of smaller spars planked over and ballasted with pigs of iron at the foot, which may be put overboard separately, and attached to the large spar when in its place—abaft it when the latter is vertical, or ahead of it when it is oblique. In order to guy it, chains are attached to each side of the extremity of this novel rudder, and carried through the bow-port.

Captain Henvey has employed much time and skill in considering the plans of these rudders, and is entitled to the thanks of seamen for such praiseworthy endeavours to lessen the evils of maritime accidents. But we are the more brief in our notice, since we think it is due to his own merit that he publish his suggestions, with their illustrations, in a distinct form.

## PATENT SOLID SAFETY CHANNELS FOR SHIPS, by CAPTAIN COUCH, R.N.

THE many defects and weakness of channels on the old plan have long been felt and acknowledged, but this appears to be the first effectual remedy that has been proposed; and it is impossible to examine the "Observations" published by the inventor without being struck with its simplicity. It is decidedly a very happy invention, rendering a ship much snugger, less liable to accident herself, and less liable to be the cause of injury to others in falling on board of them.

Captain Couch produces a dozen of the handsomest possible testimonials from Admirals and Captains, besides which Messrs. Thomas Pope and Joseph Brindley, both experienced ship-builders, give a full tribute of applause to the invention. Indeed Mr. Pope's deserves insertion:—

"Turnchapel-yard, Plymouth, February 18, 1837.

"DEAR SIR,—It is with much gratification I can now inform you that the '*Herald*' is about leaving this port, fitted with your patent '*Solid Safety Channel*,' and from the best attention that we applied in its construction, can safely assert, that in it will be found all the valuable and important properties that ships' '*channels*' require; and I beg distinctly to observe, that from the best information I have obtained, as well as from my own experience, there never was such a '*channel*' ever constructed, containing the important advantages of getting clear of the '*wreck of the masts*' in storms (the want of which has been so fatal); again, repelling the '*concussion of the sea*,' and thereby in a great mea-



sure preventing vessels being 'dismasted;' great strength for 'contact,' becoming a complete 'fender;' boats protected and their crews. The 'solids' being so constructed upon the most scientific and mechanical principle; that convinces me (as it has the most experienced builders throughout Great Britain, from whom you have received the most gratifying and ample testimonials) that all vessels must derive the greatest additional strength in the *weakest part (the upper frame)* from your reducing so much destructive iron, and adding a small proportion of the best wood. For the above reasons (and many more) that this incomparable and original 'channel' so clearly proves to possess, I feel called upon to give you this document; and have no doubt, but on its coming into general use, will save much valuable life and property at sea. Its application to the 'Herald' proves it to be *handsome, light, and economical*, and gives the ship a 'buoyant' and *beautiful appearance*.

"Wishing you every success, both for the sake of humanity and the interests of this great maritime country,

"I am, dear Sir, yours very faithfully,

"THOS. POPE, Ship-builder.

"Captain Couch, R.N."

#### LOCKHART'S LIFE OF SIR WALTER SCOTT. Vols. II. and III.

THESE volumes continue the thread of this admirable biography with undiminished interest and excellent judgment. But while they present us with pictures so bright and breathing, the hand of death has fallen upon one whose close connexion with the biographer and his subject renders the visitation more mournfully impressive. The amiable wife of Mr. Lockhart—the favourite daughter of Sir Walter Scott—is no longer of this world: while traits of her youthful and buoyant character were yet fresh from the pen of her husband, Mrs. Lockhart faded from life—and thus has been converted what was a labour of love into a task of sorrow.

#### NOTICES TO READERS AND CORRESPONDENTS.

WE regret that the late arrival, and length, of the details of the presentation of new colours to the 71st, in Dublin, prevents our recording that ceremony in our present Number; from which we are also compelled, by want of room, to omit several other articles and notices on various subjects, some already in type—the paper of Sir C. P. among the number.

There is much shrewdness in the well-meant, though somewhat overstrained, criticism of P. M. S.—but he cannot understand, nor can we communicate, the special reasons which may exist in such cases. We are pleased with his zeal.

We shall endeavour to comply with the wish of W. H. B. (Colchester) at the time specified. We entirely concur with our correspondent in the prudence and propriety of dropping the discussion to which he refers.

"Flint" is perfectly safe—we are discreet. We shall send the MS. to his address, with our opinion, in the course of the present month.

We proposed, if our space had permitted, to have noticed elsewhere the progress of the Army and Navy Club, which has been joined by the Master-General of the Ordnance and Lord Beresford. A general meeting is called for the 8th instant, to elect the remaining candidates, and submit a proposal for a house. The number exceeds 400.

We beg to refer our professional readers to the Prospectus, now complete, and including the elaborate tables expressly calculated for this Association, of the Royal Naval, Military, and East India Company Life Assurance Society.

A number of letters, and several reviews of books, are unavoidably postponed.

EDITOR'S PORTFOLIO;  
OR,  
NAVAL AND MILITARY REGISTER.

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AFFAIRS AT HOME AND ABROAD.

THE KING has been indisposed—but is better. Even this momentary interruption of his Majesty's habitual health has excited an anxiety amongst his subjects which attests their attachment to his person. May he be long spared to rule these realms!

The Princess Victoria attained her eighteenth year on the 24th ult. This being the age at which the law fixes the regal qualification, in case of the demise of the reigning Sovereign, of the heir or heiress to the Crown, the day was celebrated with appropriate demonstrations.

The re-election of Sir Francis Burdett for Westminster, by a decisive majority of 515 over his Radical opponent Mr. Leader, has opened that long-closed borough; and is, in other respects, especially as an emanation of those principles on which the British Throne and Constitution are anchored, one of the most important political events of the present century.

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We cannot overlook a discussion which has been lately raised in the House of Commons on an allegation of Colonel Thompson, that *Orders* were officially issued to the troops employed under General Whitelocke, in the attack on Buenos Ayres, to give no quarter; we feel ourselves the more called upon to notice and refute this mistaken assertion, because the gallant officer who brought it forward was pleased to quote this periodical, in terms of the courtesy of which we are sensible, as a corroborative authority for the facts.

Colonel Thompson, we have little doubt, may, in the instance referred to, have heard some incidental expression, susceptible of being strained to the alleged import, used by some officer anxious to point out to the men the weapon they could most efficiently use; but he may be assured that neither upon that nor any other occasion have authorized Orders been issued to British troops to give no quarter to an enemy.

Passing over the practice of Marlborough's time, and the subsequent continental wars, in which etiquette was carried to a pitch of chivalrous refinement, we find the war of the French Revolution infusing a savage character into modern European warfare. In proportion, however, as the ferocity of the first revolutionary outbreak abated, so did hostilities, as far as armies were concerned, resume the stamp of civilization; and although the French military system, consolidated by Buonaparte, has ever retained, in its treatment of invaded countries, the cruel and rapacious spirit of its origin, it has preserved towards its adversaries—that is, the troops of the great powers—the redeeming usages of humanized warfare. While every species of oppression and barbarity was exercised by the French towards the inhabitants and the troops of Portugal and Spain, between whom and them a war of extermination was waged, the intercourse between the British and French Armies,

and the operations of the field, were conducted with those observances and mutual respect by which war is divested of its most revolting features. Every officer who served on the Peninsula will recall many instances of this understanding; and a reference to Colonel Jones's Sieges, the Duke of Wellington's Orders, and all official instructions to the Army, will attest the desire of its leaders to temper the martial spirit of the troops by the restraints of discipline, and to mitigate the inevitable evils of actual warfare by incitements to mercy and moderation.

With respect to the alleged order at Buenos Ayres, it was distinctly denied in the House of Commons, by Sir Charles Broke Vere, that any such instructions had proceeded from head-quarters. No officer who served with that expedition is more competent than Sir Charles to pronounce upon this point. As a staff officer, he took a prominent share both in the planning and execution of the operations which have led to this question. It is impossible that such an Order should have existed without his knowledge, or that it could have been promulgated with his sanction, or that of any other responsible officer wearing the British uniform.

We have also the concurrent negative of Sir Henry King, one of the most active and distinguished leaders of a column in the attack, as well as of Sir Charles Pratt, serving with the same regiment, to the assertion of Colonel Thompson; and, to make assurance doubly sure, Sir Charles Vere has applied for information to many officers who were present, some in command of columns, or on the Staff of the General-in-Chief, or of Brigadier-General Robert Craufurd, as well as to others who took part with the attacking force, and particularly some officers who then belonged to the corps (95th) of which Colonel Thompson was a member. From all these witnesses Sir Charles has obtained the uniform answer that they never received or heard of any order to give no quarter. One officer, however, of the 95th, recollects having heard an officer who passed along the column to which he was attached, calling on the men to make free use of the bayonet. This, no doubt, was the foundation of Colonel Thompson's impression: but the officer, though he remembers the circumstance, does not recollect the words made use of. Giving the gallant Colonel the full benefit of the incident, which, after all, was perfectly consistent with the mode of attack resolved on, still the proofs are overwhelming that no order from any source of authorized command had been issued to the troops to give no quarter; nor can the reproach of so barbarous an edict attach to the name of any leader or officer in command of any of the divisions or columns of the force.

With respect to the evidence of Colonel Bourke on the Court-martial, which Colonel Thompson quotes as justifying his view, the fact is precisely the contrary. Colonel Bourke states, that in the *first* draft of the ~~instructions for attack~~, there occurred the following passage;—"No prisoners to be made;" but on the representation of that officer to General Whitelocke, that an instruction so liable to be misunderstood would lead to wanton excesses, the General *ordered the passage to be expunged*. Nor was this all; for on his attention being called to its tendency, we have it from the best authority that Whitelocke warmly declared he would not sanction any order that could occasion unnecessary bloodshed.



The real object contemplated in the instruction to take no prisoners was to prevent confusion and detachment from the ranks, it being desirable that the different columns should arrive at their concentric point in the most uninterrupted and compact order. The supposition of those who planned the attack was, that the enemy would make his stand in the last squares of houses which abutted on the Plaza, in which and on the shore the Fort was situated: it was obviously of the first importance to bring the columns to those points in an efficient state.

With reference to Colonel Thompson's allusion to an article in this Journal, we append the following explanation by its contributor. The gist of the imputations thrown out by Colonel Thompson, and others, in retaliation for some warranted remarks of Sir Henry Hardinge in his recent speech on the Spanish question, is to bring the Anglo-Christino Auxiliaries into comparison with the British Army—an object which, however impassable the barrier which separates them, always appears uppermost in the ambitious dreams of the former. We have shown that there are no grounds for comparing the systematic barbarities of the motley belligerents in Spain with the practice of the British Service; and an admirable letter, bearing upon this point, has been published by Sir Henry Hardinge in reply to a missive of Mr. Fortescue, who commands a regiment of the "Legion," in which, while deprecating the use of a particular phrase, Mr. Fortescue proves to the fullest extent the existence, in the force to which he belongs, of the savage system of "no quarter."

MR. EDITOR,—Having seen, in the debate of the 10th instant, that Colonel Thompson had quoted an article in the United Service Journal of last December, of which I was the contributor, I shall beg leave to enter into an explanation of what I then stated; but previously I shall say a word or two on the supposed *order* not to give quarter to the Spaniards. I have very little respect for the memory of General White Locke; but I will say so far that I do not think that he or any other British officer could be guilty of the barbarity and folly of issuing such an order. The barbarity would announce itself, and the folly would consist in any man issuing an order, which he knew would not be obeyed.

As to the circumstances I have related, in the first instance, with respect to carrying a house that had barred our progress on the advance against the Plaza de Toros, I said, that when our men forced their way to the roof of the house in a highly irritated state, they had put to death all they found there, including some who feigned death. A great proportion of the defenders of Buenos Ayres was formed of Gauchos, or Indians, who, although clothed and armed like the other troops, or at least in something of a similar manner, were in every other respect nothing more or less than savages. These people, unacquainted with civilised warfare, had not the smallest idea of surrendering as prisoners, and considered their only safety consisted in feigning death; and if they escaped by that means, they were instantly ready to act on the first favourable moment against their enemies. In the mean time it was no matter of ease or safety with these apparent dead bodies, who had very little of Jack Falstaff in their composition. If you turned them over to see where they were wounded, you had a fair chance of a pistol-ball in the head, or a dagger in the breast.

Several cases of this kind occurred; and I may be here allowed to quote some examples of a people in about exactly the same state of barbarism—I mean the Burmese. It was the constant and unvarying custom of those people when close pressed by a charge of their stockades and positions, to drop

down, and feign death. The moment our troops passed on, they were again on their feet ready to put to death any straggler or wounded man they met with, for which purpose, in falling, they took care to conceal their arms. I have never seen British soldiers, even when heated or exasperated, refuse quarter when it was asked for; but this mode of seeking refuge they both feared and despised; and I will leave this matter to the decision of military casuists. In the case I have mentioned there were not above four or five who suffered under those circumstances. Of the 60 men we forced into the barrack, they were called on to surrender, but refused, and fought to the last. The insulated case of the Highland soldier might appear an exception to what I have above stated; but he had gone into the room quite alone, for the purpose of plunder, and finding resistance, had put one or two wounded men to death. I have not the least intention to defend the cruelty of the proceeding, but am quite certain he had no previous intention of putting people to death in cold blood.

W.

We continue to receive numerous and animated communications respecting a decoration for service—a subject which, as we stated last month, excites an interest strong and general in proportion to the profusion with which honours are lavished upon parties not belonging to the national force, and without national pretensions to such invidious favour. We have declared that we shall not cease to “agitate” this palpable grievance till something be done towards its redress; and it shall not be our fault if the British officer who has braved the brunt of battle, or otherwise deserved well of his country and profession, remain the only soldier in Europe without a corresponding distinction.

One of our correspondents, under the signature of “A Field-Officer,” after urging the expediency of the badge we advocate, adds—“There are even now Field-Officers having gold medals who are not Companions of the Bath, although entitled by one of the Statutes of the Order. Why not grant them this distinction? And to all those surviving officers who were with Nelson at the Nile, Trafalgar, &c., and who had actually been at sea twenty or twenty-five years, the Guelphic Order? The same to the officers of Wellington who had served conspicuously in the Peninsula, &c.”

Another addresses us as follows:—

Bath, May 22, 1837.

Your spirited observations in your last Number, on the policy and justice of bestowing a medal or decoration on officers for Peninsular Service, must meet with the approbation of your readers of all classes; but, Mr. Editor, permit me to say, that if granted *exclusively* for that Service, those officers who had not the good fortune to be in regiments employed in Spain and Portugal, but who, nevertheless, equally added to the glory of the national name in combating the foe in India and America, as well as exposing their lives to the peril of unhealthy tropical climates, would have reasonable cause of complaint.

\* \* \* \* \*

A very neat design for a medal or cross (it ought to be a handsome gold one) was inserted in the 1st Part of your Volume for 1831.

T.

We omit various details and suggestions for the mechanical part of the decoration—grant us but the principle, and the symbol itself may be easily arranged. While we concur, generally, with the correspon-



dent last quoted, that those who *fought*, in whatever clime, have claims to the distinction of a combatant, yet it appears to be generally conceded, and not without reason, that the War of the Peninsula must retain a distinct rank on the annals of this country, and that a large portion of those who took part in its operations are entitled to a long arrear of reward in some shape. They ask but an honorary token—a sign to represent and appropriate “the bubble reputation.”

Those, however, who had the fortune, good or bad, to serve on the Peninsula, cannot object to their claims for a distinction being coupled with those of their equally meritorious comrades whose duties called them to other fields. The *desideratum* for the present is a “fighting decoration” for those who were excluded by their subordinate station from the honours of the fighting period. Officers who were in fire, a class rapidly melting away from the ranks of the Army, have a right to some public attestation of having honourably passed the highest ordeal of military duty and patriotism, which every soldier, in the service of his country, is ambitious of achieving, though it is not permitted to all to attain that consummation. Unluckily for the less elevated grades of the Service, the higher are themselves so gorged with honours that we fear they have little sympathy with the bare and hungry condition of their juniors; and this we believe to be one, at least, of the causes of the protracted exclusion of the latter from a fair participation in the emblems as in the realities of actual service.

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We are now enabled to lay before our readers the sad detail of almost unparalleled misery and suffering experienced by the crews of the Davis' Straits whalers, whose detention in the ice last winter occasioned such painful apprehensions for their safety, increased in no ordinary degree by the culpable indifference manifested by his Majesty's Government, whose responsibility to the nation for abandoning so many British subjects to an unspeakably horrible fate, without an effort to save them, must now be brought home to their minds, in perusing the distressing accounts given by the few that have been spared to return to their friends and their country.

On the 8th of October last, six ships of the whaling fleet got entangled in the Middle Pack Ice of Davis' Straits: five of these, namely, the *Dce* and *Advice* of Aberdeen; the *Norfolk*, of Berwick; *Thomas*, of Dundee; and *Grenville Bay*, of Newcastle, were frozen in at no great distance from each other, in about lat.  $73\frac{1}{2}^{\circ}$  N., and long.  $64^{\circ}$  W. During the winter they were driven about at the mercy of the winds, and their crews suffered extremely from the piercing cold and unavoidable exposure to the inclemency of the weather, occasioned frequently by the necessity of getting their beds and provisions on the ice when its heavy pressure threatened the destruction of their ships. The prevalence of N.W. gales carried them gradually, though slowly, to the southward, and no serious accident befell them until the 13th of December, when, having approached the narrowest part of Davis' Straits, where, of course, the pressure of the ice becomes most severe, the *Thomas*, of Dundee, was wrecked. Two of her crew perished that night on the ice, and the others, forty-eight in number, were equally distributed on board the four remaining ships, twelve to each.

In January the scurvy commenced its dreadful ravages, and Captain



Gambler, of the Dee, was amongst the earliest of its victims, and we have no doubt that the crew, being thus deprived of their chief, was one of the principal causes of the mortality that subsequently occurred on board that ill-fated vessel. On the 16th of March the ice broke up (when in lat.  $62\frac{1}{2}^{\circ}$  N., and long.  $60^{\circ}$  W.), and the four ships escaped. Three only of them have as yet arrived, and the very unfavourable accounts they give of the shattered and leaky condition of the Advice, of Aberdeen, lead us to apprehend that, unless she has gone to the Danish settlements on the west coast of Greenland, but little doubt can exist that she has sunk, and all hands perished.

The Dee was the first that arrived, having been met by the Washington, of Dundee, off the western islands of Scotland, and towed by her into Stromness. At this time the vessel was in a most wretched plight; forty-seven of her crew, including the captain, were dead; only fifteen were still alive on board of her, and nine of these in a most pitiable condition, being unable to rise from their beds, and of the remaining six that were able to be upon deck at all, only three had strength sufficient to ascend the rigging and manage the ship.

The Grenville Bay (Taylor) and Norfolk (Harrison) arrived at Stromness on the 28th of April—the former with the loss of twenty, and the latter sixteen of her crew.\* Nearly all these, it appears, died of scurvy; many of its victims were, for some days previous to their death, quite delirious; others in a state of stupor. The limbs of those who have recovered from its dreadful influence are much discoloured and quite hard, and the shock their constitutions have sustained must be most severe. These two vessels were fortunate in receiving supplies of fresh provisions from some ships they fell in with on their passage home, after which the crews began immediately to recover; and Capt. Taylor observes that had his ship been another week at sea, all the crew would have been restored to perfect health.

The survivors now arrived, except those of the Dee, are far from being in so bad a state as were those under similar circumstances last year; and but little mortality has occurred, two only having died in the hospital established at Stromness by Capt. James Ross, which has again been the means of saving many lives. The greatest credit is due to the Naval Surgeon appointed to Ross's hospital by the Admiralty, for his indefatigable attention to their wants and humane sympathy with their sufferings. Many have already returned to their homes completely cured, but about thirty still remain in the hospital: of these it is expected nearly all will recover.

The following table will best convey an idea of the deplorable loss of life that has occurred on this melancholy and, to our country, disgraceful occasion:—

|                  | Original Crew. | Died. | Returned.                                |
|------------------|----------------|-------|--|
| The Dee          | 50             | 37    | 13                                       |
| Grenville Bay    | 50             | 10    | 40                                       |
| Norfolk          | 50             | 7     | 43                                       |
| Thomas (wrecked) | 50             | 31    | 7, and 12 on board Advice, fate unknown. |
|                  | 200            | 85    | 103                                      |

Two have since died in the hospital at Stromness; and thus of the crews of four ships, consisting of 200 men, 87 have died, 101 have returned in a dreadful state of disease, and the fate of twelve of the Thomas's crew remains still unknown.

Respecting the fate of the *Advice* with 62 men on board, and of the *Swan of Hull*, with a crew of 52 men, the most serious apprehensions are entertained.

We cannot close this melancholy detail without expressing our hope that the most ample investigation may take place, and that the blame may fall heavily upon those to whom neglect may be attributable on this occasion. From all we can learn it appears quite evident, that had the suggestions we offered in our Number for March on the repeated applications of the merchants and friends of the absent been attended to, much of the misery and suffering that has resulted might have been spared, and many lives saved, since it appears that the greatest number died after the ships were released from the ice, and might easily have been relieved had the ship been sent to their assistance as we recommended.

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We are happy to learn by the subjoined communication that it is proposed to erect a monument at Malta to the late Sir Frederick Ponsonby, by means of a general subscription. The design is as creditable to the Maltese as it is just to the memory of their late Governor :

Malta, April 3, 1837.

MR. EDITOR,—A subscription paper is in circulation amongst the Maltese for the erection of a marble monument to the memory of their late lamented Lieutenant-Governor, General Ponsonby, according to the following plan, proposed to them, as I hear, by their countryman, Captain Vella, late of the Maltese Regiment, which pray insert in your Journal.

I am, Mr. Editor, your obedient Servant,

A MALTESE.

To the Editor of the U. S. Journal.

The remembrance of General Ponsonby will never be effaced from the minds of those who were sincere witnesses of his public and private virtues. As ruler of these islands he has promoted, besides others, the most useful reform—the legislative reform.

Kind and good in the fulfilment of his high duties, no one applied to him without admiring his noble and courteous behaviour.

If in his long government he could not satisfy the wishes of all, many must, however, have perceived in him his ardent desire to be useful to them.

Compassionate towards the poor, he extended liberal relief, and in unforeseen events of fortune he generously assisted the unfortunate.

It is unnecessary to mention his glorious military career—it is remarkable in the annals of the late War of the Peninsula, and in the records of Waterloo.

So many virtues deserve a place of remembrance for posterity; and his generous admirers are invited to concur for the erection of a marble monument; and that every person may contribute to the performance of such an honest act of gratitude, no amount is limited.

A Committee for the superintendence of the work, and for the collection of the subscriptions, will be elected as soon as there will be a competent number of subscribers.

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In pursuance of the intention, expressed in our last Number, to put on record the particulars of the discussion arising out of Sir Edward Codrington's unmerited imputations on the conduct of Sir Pulteney Malcolm, we proceed to give an abstract of the proceedings in Parliament. For the better understanding of the circumstances we must

premise, that on Thursday the 13th of April, Sir Edward Codrington attacked, in no measured terms, the character of Sir Pulteney Malcolm, in consequence of which, at the request of Sir Pulteney, Admiral White waited on Sir Edward to require an explanation. Sir Edward assured the Admiral that he had not accused Sir Pulteney of saying what was not true—that the statement, to that effect, in the papers was a pure invention, and that he was ready and willing to declare so in his place in Parliament. Admiral White then gave him the letter which appears in the report, to be read on that occasion, Sir Pulteney Malcolm being desirous that the public should be made aware of the circumstances on which the extraordinary charges of Sir Edward Codrington were founded. Not having any documents to refer to at the moment, Sir Pulteney had forgotten, and it does not therefore appear in his letter, that not only the boats' crews of the *Asia* shared the money—about 400*l.*—accruing from the sale of the guns, but that every man on board, the majority of whom had served in her at the battle of Navarino, received a part. The sum of 35*l.* was also given to the Seamen's Hospital in the Thames, and a further sum to the sick mess of the *Asia*.

Nothing, in short, could have been more groundless than the charges, or more prompt and complete than their refutation from all quarters, as we can bear witness. The following is an abstract of the discussion incidentally introduced by Sir E. Codrington in a debate on the 13th of April:—

Sir E. Codrington asked whether it was proper conduct in a Commanding Officer to convey building materials for private purposes in King's ships; and whether it was becoming an officer and a gentleman to fish up brass guns in the bay of Navarino, then to sell them, and distribute the proceeds as prize-money?

Sir J. Graham said that the gallant Admiral asked what was becoming an officer and a gentleman: he thought it would have been more becoming if he had spoken out explicitly when he attacked a brother officer behind his back.

Sir E. Codrington had made the appeal to the Right Hon. Baronet because, on the subject in question, he (Sir J. Graham) had resisted his application, when he had it in his power to institute an investigation. Why did the Right Hon. Baronet appoint another officer to supersede him in the command of the Mediterranean fleet? The Hon. Baronet taunted him as if he did not dare to mention that officer's name, or speak what he had spoken in the House before his face. Now he would distinctly state that the officer was Sir Pulteney Malcolm. He disapproved of Sir P. Malcolm's conduct; and if he had been tried by a court-martial he would have been turned out of the service. He had no reason to conceal his sentiments; that officer had very freely stated of him what was not true.

Sir J. Graham said the gallant Admiral had at last spoken explicitly. He did not believe there was a more gallant and honourable officer in the service than Sir P. Malcolm. He had not listened to the charges brought against Sir P. Malcolm. He had consulted those who were the best judges of his character, and believed there were no grounds for the charge. At all events he was amenable to a Court-martial; yet no charges were ever brought. He thought, therefore, it was rather bad of the honourable and gallant Admiral to whisper away the character of a gallant officer, and not to mention the name till he was driven into a corner.

Admiral Adam was surprised at the charges brought against his gallant friend Sir P. Malcolm. If there were such charges, why were they not



made openly at first, and why did the honourable and gallant Admiral, after three years, bring such an accusation against a brother officer?

On the succeeding Monday, the 18th, Sir Edward Codrington having disclaimed the expressions, affecting the veracity of Sir P. Malcolm, ascribed to him in the papers, and entered into some other explanations as to his reasons for alluding to the fishing up the guns, &c., proceeded to read the letter of Sir P. Malcolm, which was as follows:—

“ No. 23, York Terrace, April 14, 1837.

“ SIR,—It appears from the report of your speech in the House of Commons last night, as reported in *The Morning Post*, that you stated that I ought to have been turned out of the Service for my conduct when in command of the Mediterranean squadron, and I understood the charges to be, that I fished up some brass guns from the wrecks of the ships at Navarino, which were sold, and the proceeds shared as prize-money on board the *Asia*, and that I had employed ships of the Government in conveying materials for building a house on speculation, and not for my own residence. I hope and believe you have made these statements under a false impression as to the facts. I shall now proceed to state what occurred, on the honour of an officer, and I have no doubt that on attentive consideration you will repair, as far as you may have the power, the injury you have done my character, by stating in your place in the House of Commons that you had been misinformed. It is true that some brass guns were taken up from the wrecks at Navarino by a boat of the *Asia*, and that Captain Hope Johnstone proposed to me that they should be sold, and the money divided amongst those who had got them up; of this I approved, and it was so divided. In reply to the other charge, I have to state that in the year 1830 I purchased a piece of land near to Athens, for the purpose of building a small house to perpetuate my name in Greece, in whose welfare I was strongly interested. In January, 1831, the authorities who were engaged in the settlement of Greece were assembled at Salamis, and were on the point of making a finish, when they received instructions to stop, as the minister of the alliance had hopes of obtaining an extension of the proposed limits. Great was the disappointment, and the Greeks began to despair of ever seeing the country settled; to show, however, that I considered that the delay was but temporary, I gave directions to prepare to build my house; the three residents of the alliance accompanied me to the spot, and all urged me to enlarge my plan. I was induced to listen to their suggestions, as it enabled me to show the Greeks the superiority of the Maltese workmen, a number of whom went to Athens, where they got full employment. Capo d'Istria, the then President of Greece, said to me that I had conferred a real benefit on his country, by beginning to build a house, as it gave confidence to those who were desirous to do the same, and who had purchased lands from the Turks, but were disheartened when we separated at Salamis. I had been in communication with Sir F. Ponsonby, and had the best means for obtaining employment for the Maltese in Greece, and this appeared to me a good beginning. When at Malta I employed the best workmen to make doors and windows for this house, and I purchased many articles for the building, which I sent to Greece by a Greek brig, which I hired for the purpose; but I remember that Captain Lyons, of the *Madagascar*, proposed to me to take the windows into his cabin, as they might be broken in the brig, and I consented, as he was bound to Athens. Some polished stoves were taken on board the *Britannia*, but her destination being changed when at sea, Captain Hawkins, of the *Raleigh*, who was bound to Athens, proposed that he should take them up, and I consented. These are the only circumstances which I can recollect, and surely these acts are

not to be construed into employing Government vessels for private emolument.

"I am your most obedient Servant,

"PULTENEY MALCOLM."

"Admiral Sir E. Codrington."

Having concluded the reading of the foregoing letter, Sir Edward added—

Now I wish not to make a single comment. I leave the matter in the hands of the House. I will say nothing further than that I wish it to be understood that no reflection is thrown by me on the character of Sir Pulteney Malcolm.

Sir James Graham said, that after what had fallen from the honourable and gallant Admiral the House would expect, he presumed, that he should say a few words; and he would first address himself to that part of the question which related to Sir Pulteney Malcolm; for it was in defence of that gallant officer that he on a former occasion had attempted to address the House. As he understood him, he said he did not use the words which certainly he (Sir James Graham) had seen reported generally; and seeing them reported, relying on his recollection, he thought he had heard them; but since the honourable and gallant officer opposite had withdrawn them, he was bound to believe that he did not hear them—namely, that Sir P. Malcolm had spoken very freely of him, and had said that which was not true. The gallant Admiral had positively denied that; and after that denial, he was quite satisfied on the assurance of the gallant Admiral that he did not use those words. That would be satisfactory to the House, satisfactory to the country, and satisfactory to his gallant friend. The gallant officer opposite had said he was anxious to uphold the character of the profession to which he belonged. There could not be a more legitimate object, since he was sure the character of a British Admiral could not be a matter of indifference to the representatives of the British people. It was a matter of the last importance that a man like Sir Pulteney Malcolm should not have his honour tainted by suspicion for one moment, either in that House or elsewhere. How stood the matter with regard to the two charges which had been made, passing over, of course, that with which the gallant officer concluded his speech? But, as he understood the case, there were really three public charges which had been made by the honourable and gallant officer against his gallant friend Sir Pulteney Malcolm. Now, let the House consider what these charges were. The first was, that he allowed some brass guns which were sunk in the bay of Navarino, and which formed part of the wreck of the battle, to be fished up, and shared amongst the men employed in fishing them up as prize-money. What was the exact meaning of the words prize-money? Professional men in the House knew it perfectly—it was, that all officers, the Admiral included, shared in that money. The allegation, therefore, stood, that Sir P. Malcolm shared in that prize-money. How stood the fact as now admitted by the gallant officer? Why, that the guns were fished up by certain of the boat's crew of his Majesty's ship *Asia*, which was the flag-ship of the gallant Admiral at the battle of Navarino. That ship's company fought with the gallant Admiral at Navarino.

Sir E. Codrington.—Only part of them.

Sir James Graham.—Why, the *Asia* was the ship which the gallant officer commanded when he was superseded by Sir Pulteney Malcolm; and under the Orders of the Admiralty, Sir Pulteney Malcolm hoisted his flag on board the *Asia* without any transfer of the crew; and it was under the authority of Sir Pulteney Malcolm, not sharing with them as in the case of prize-money, the produce of the guns was divided among the boat's crew who had picked them up. Now, as to the second charge, which was that of having built a house on speculation, and having employed the King's ships to convey the stores of which the house of Sir P.



Malcolm was built in Greece from Malta. As to the policy or impolicy of building that house, that was beside the question. The gallant admiral admitted the correctness of what Sir P. Malcolm stated. The question was, did he build the house on speculation? and, building it on speculation, did he employ the King's ships to convey the stores? Sir P. Malcolm said, on his honour as an officer, that he freighted a Greek brig from Malta for the purpose of conveying those stores. There were two exceptions to that—the window-frames and doors, which were manufactured at Malta with particular care and at great expense; and Captain Lyons, of his Majesty's ship *Madagascar*, seeing them about to be embarked with the other building materials in the Greek brig, proposed to the admiral, that in order to take greater care of them, he would convey them in the frigate; and Captain Lyons, as a matter of private arrangement, and as a mark of good-will to his admiral, conveyed them in his own cabin. He had now gone through two public charges, and he had answered them; having done so, he did not wish to resume anything of the angry tone of the debate of the other night; but after what had passed, considering the high character of Sir P. Malcolm, considering how precious the character of such a man must be, he could not allow even a slur to be cast upon it without observation. He would now call the attention of the House to who this highly-talented officer was. Much had been said both in and out of that House, of officers being raised through the interest of friends and connexions: such, however, was not the case with Sir Pulteney Malcolm. This was not the case of a man being raised by any aristocratic influence. He was the son of a humble sheep farmer,\* and had won his fame, as his brother, Sir John also had done, without the aid of powerful friends. He had risen to the highest honours of his profession by his own exertions, and his honour, till the other night, had never been questioned; he enjoyed a spotless reputation, and possessed the friendship, not only of the great men that were at present in existence, but those who had departed. He was the comrade in arms of the gallant Nelson, and in the last action in which that great man was engaged, he commanded a ship which had the splendid distinction of being called the *Happy Donegal*. He had the friendship of the first general of the day (the Duke of Wellington). He had the honour of conveying in the ship under his command the hero of Assaye. Sir Pulteney Malcolm, at Vigo, landed the future conqueror of the Peninsula. At the special desire of the Duke of Wellington, the flag of Sir Pulteney Malcolm was flying at Ostend when the destinies of the convulsed world were decided in the field of Waterloo. As a conqueror, he became the friend of the conquered. His flag was at St. Helena during the time Napoleon was there; and by the cordiality of his disposition and manners, he not only obtained the confidence, but won the affections of that great man, who, in his last moments, acknowledged his generosity and benevolence. He was unfortunate, indeed, in having incurred the displeasure (he hoped the passing displeasure only) of the gallant officer, but he was still fortunate in the friendship of those whose friendship he still enjoyed; and he trusted the discussion, whatever other effect it would have, would leave the honour of Sir P. Malcolm untarnished by anything that had taken place.

The remainder of the debate, being principally a personal discussion between Sir James Graham and Sir Edward Codrington, in which other members took part, is omitted as irrelevant.

\* The grandfather of Sir Pulteney Malcolm was a Scottish minister, of learning and respectability, who, having a large family and inadequate means, provided for his sons, including the father of Sir Pulteney, by establishing them on farms, as is usual in Scotland. The patrimony, which has been upwards of a century in the family, is now in the possession of Sir Pulteney.—Ed.



An extraordinary, though not unforeseen, change has taken place in the relative position of the belligerents in the north of Spain. Espartero having transported the whole of his disposable force from Bilbao to St. Sebastian, in which an army of from 30,000 to 35,000 men was thus concentrated, assumed the command in chief, and prepared to act, under the wings of our "naval co-operation." Meanwhile the Carlists, who had their own plans, were on the alert, and encouraged a junction whereby an obstacle was removed from their contemplated operation, and a diversion created in their favour. For some months it has been known that the Carlist leaders proposed to avail themselves of the first opportunity to carry the war beyond the Ebro, and, combining with Cabrera, to threaten the capital. The stricter closing of the French frontier against the beleaguered patriots, whilst it was unmanfully opened to their foes, had also considerably stinted their supplies and brought them into straits for provisions. Moreover it was as well to refuse their uncovered ranks to the crushing artillery of their *ci-devant* allies, the British, and, by transferring the operations of their principal column to the interior, avoid a murderous collision with the arm which had decided every contest, save the last, in which they fought within its range.

The gathering of the Christino forces in St. Sebastian being complete, the Infante quietly withdrew the guns from his lines before that place, and, leaving a corps under Guibelalde to mask his movements, and to check and observe the enemy, on the morning of the 12th May commenced his march for the Ebro at the head of his main body.

On the 14th, Espartero, big with plans of conquest, ventured to advance with his 30,000 men upon the dismantled and nearly deserted entrenchments—they were carried of course, the Auxiliaries leading the van, and the few remaining Carlists deliberately retiring with scarcely any loss. Ernani, that haven of Anglo-Christino longings, being totally abandoned by its owners and defenders, became prize to the conquerors, who took possession of its undefended walls and tenantless domiciles.

The next object was Irun, upon which a strong force, under Colonel Evans, was directed. It was bravely defended for nearly two days, but fell of course; we are slow to believe the statement that half its little garrison had been butchered in cold blood by the Auxiliaries, notwithstanding the personal efforts of their gallant Commander and other officers to protect the prisoners. Fuentarabia capitulated, as a matter of course. Hemmed in and bullied on all sides by Christinos, French, and English, what availed unaided patriotism to the handful of mountaineers left as the forlorn hope of this nook of their native land?

By the last accounts, up to the period at which we write, the advanced guard of the Christinos remained at Urnieta, a village in the vicinity of Ernani, where it has been attacked by the Carlists, who have resumed their harassing system in the Provinces. The Auxiliaries had returned to their lines. Espartero will probably march on Tolosa, quitting his "co-operative" resources and increasing his difficulties at every step. In the meantime Don Sebastian's army, accompanied by Don Carlos and his court, and respectfully waited on by the corps of Irribarren which it had skilfully returned, had crossed the Arga and Aragon rivers, and was apparently directing its march through Aragon towards some point on the lower Ebro, where a passage might be effected, and a com-

munication secured with the forces of Cabrera. The troops as they march shout "for Madrid." Should this movement be as successfully executed as it has been expertly planned and promptly undertaken, it will deserve to rank amongst bold and brilliant manœuvres.

It is at all times gratifying to witness the successful prosecution of a course of public instruction, tending, by its results, to the benefit both of the pupil and the country; and when to that general feeling are super-added more intimate associations creating a personal interest in the credit and welfare of the Institution, the gratification we derive from our visits to the Royal Military College will be readily understood.

The progress of this Establishment, which, though national in design, supports itself without cost to the public, is commensurate with the zeal of its officers and the competence of its instructors. A plan of education judiciously comprehensive, embracing all real improvements in its several branches of study, and not too exclusively technical, is combined with a system of discipline which, in training the cadet for the profession of a soldier, restricts him to the habits of a gentleman. Here Theory appears in her proper light, as the guide to Practice;—wherever the nature of the subject admits, study is aided by illustration;—ground is sketched and tracts surveyed, field-works are traced and executed, bridges prepared and put together, materials for a siege constructed, profiles raised, and the stars studied.

So far and so well is the acquisition of suitable knowledge provided for; with the mode of examination, by which the efficacy of this course of education is tested, we have equal reason to feel satisfied; it is open, varied, and searching; affording the deficient candidate no undue chance of surmounting the ordeal, yet enabling the examiners to make due allowance for that diversity of temperament which so frequently enables the possessor of the greater share of physical confidence to appear to more public advantage than his more sensitive superiors in endowments. The range of questions, at the option of any member of the Board to put, is only limited by the boundary of the student's class in each branch of study.

From this preamble we proceed to the details of the last half-yearly public examinations at Sandhurst, to which the foregoing observations relate:—

These examinations took place on the 17th, 18th, and 19th of May, before a Board of Commissioners, composed of Generals the Hon. Sir Edward Paget, and the Hon. Sir G. L. Cole; Major-Generals, Sir Alexander Dickson, Deputy Adjutant-General of the Royal Artillery, and Sir George Scovell, Governor of the College; Colonel Taylor, Lieut. Governor, &c. &c. Among the visitors were also Colonel Verner, M.P.; Sir Henry A. Johnson, Bart.; Major Shadwell Clerke; and Major Jackson and Captain Straith, the able Professors of Surveying and Fortification at the Hon. East India Company's Military Seminary.

The examinations of the gentlemen cadets occupied the 17th and 18th of May: at the close of which the following were declared to have completed their qualifications for Commissions, and were accordingly recommended by the Commissioners to the General Commander-in-Chief, in the order of their acquirements and merit, to receive Ensigncies in the Line, without purchase. The first three on the list having, moreover, each passed one examination or more beyond the required course for a Commission, were rewarded with honorary certificates of approbation:—



1. Francis G. Scott; 2. Lewis Coker; 3. Patrick L. C. Paget; 4. Cockayne Frith; 5. John Mannin; 6. Charles F. Campbell; 7. Thomas Addison; 8. Henry B. Powell; 9. Thomas N. Dalton; 10. Thomas Dundas; 11. William R. Browne; 12. George E. E. Warburton; 13. Frederick C. W. Fitzpatrick; 14. Arthur W. Byles; 15. John Ahmufy; 16. Thomas P. Onslow; 17. John Hackett; 18. Henry Cadett; 19. Thomas S. Little.

But the total number of gentlemen cadets brought forward for public examination in the different branches of the collegiate course of studies on this occasion, was,—in Mathematics, thirty-four; in Fortification, thirty-four; in Military Surveying, twenty-four; in the Latin, French, and German Languages, twenty-eight; and in General History, ancient and modern, thirteen.

Among these Gentlemen Cadets, Mr. Francis G. Scott particularly distinguished himself in his mathematical examination; and Sir A. Dickson, who selected the propositions for exhibition, declared his special approval of the clearness with which this young gentleman, in the course of the examinations in spherics and conic sections, demonstrated some results from the projection of the sphere, and developed the construction of the system of hyperbolic logarithms by asymptotical spaces.

In the trigonometrical and military surveying the Gentlemen Cadets whose work was most deserving of notice were Messrs. Henry B. Powell, Lewis Coker, and Thomas Addison, who had respectively gained the prize sextants of the last and present terms, and the fortification prize on this occasion, and who, with the rest of the surveying classes, had now completed an extensive chain of triangulation in the country surrounding the College. Gentlemen Cadets Powell, Coker, and Addison, displayed superior intelligence in their examination on the trigonometrical principles which they had thus reduced to professional practice; and a pen-work survey of the range of heights called Chobham Ridges, made by Gentleman Cadet Powell, wholly without the aid of a master, and displaying singular beauty of execution, was laid before the Commissioners. Gentleman Cadet Powell also occupied an honourable place at the head of the Gentlemen Cadets who were examined on this occasion in ancient and modern history, and nearly the whole of whom, indeed, creditably sustained a very searching investigation into their acquaintance with the general series of historical events, as well as a great variety of chronological and genealogical details.

The examinations in fortification were, as usual, highly interesting; and to show the extent to which the qualifications of the Gentlemen Cadets had been carried during the term, in the practice as well as the theory of the art, by their excellent instructor, Major Prosser, whose mastery of his business and manner of imparting it we could not but admire, we select the following entries, extracted from the working journal which is kept of their operations, and with an inspection of which we were favoured:—

March 2nd.—Traced, profiled, and marked out the platform spaces and embrasures of a reveted elevated battery for four guns, with splinter-proof traverse.

4th.—Traced and profiled an elevated unrevetted mortar battery for three mortars. Picketing out the spaces for the platforms.

9th.—Traced and profiled a sunken battery for four guns, with platforms, embrasures, and splinter-proof.

11th.—Traced and profiled a sunken battery for six mortars, adapted to a difficult soil.

20th.—Traced a lunette; defiladed it; and then made the profiles of the heights determined thereby.

March 22nd.—Practised making gabions and fascines.

April 1st.—Traced a small flèche of dimensions suited to the classes, which only averaged eighteen each day. Furnished them with tools, and employed them as a working party on the flèche. Each digger's portion was eight cubic yards. They completed it, unassisted, in thirteen hours.



17th.—Distributed as gun-detachments of six each, and worked the field-guns for an hour. Practised laying them.

19th.—Tried the strength of timber, in illustration of Barlow's and Sir Howard Douglas's tables. Applied the parallelogram of forces to find the amount of pressure of a given weight, applied and divided in different directions. Exemplified it by a carpentry truss. Showed the method of scarfing timber.

~~24th.~~—Erected the rough field gin, shears, and capstan, putting them together and working them. Raised the heavy six-pounders, weighing 20 cwt. Explained the application of the mechanical powers in these instances, and the consequent increase of force.

May 6th, 8th, 9th, 10th, and 15th.—Were exercised in the practice of making bridges of boats and casks on the lake, according to the regulations of the pontooning train.

8th.—Some rifle pits were prepared. The escalade, attack, and defence of field-works, were gone through. A fougass was fired, and hand grenades thrown into a gabionnade from the parapet of the lines; also shells into the ditch.

In the course of the examinations on the 17th of May, the Commissioners adjourned to the margin of the lake, to see the united fortification classes, amounting to forty Gentlemen Cadets, man a double column of boats and cask rafts, which were rowed from the upper part of the lake; and with which, in a few minutes, a pontoon bridge—one hundred and twenty feet long, eight broad, and capable of bearing the passage of light artillery—was thrown from the mainland to a small island. This bridge we had the pleasure to cross, in goodly company, within about twelve minutes from the beginning of its construction, and bear witness to its compactness and efficiency when finished, and to the business-like way in which it was laid. It remained during the succeeding days a striking feature in the College grounds. We also saw, as part of the work of the term which had been prepared for the instruction of the Gentlemen Cadets, several infantry bridges, thrown over other parts of the water, and composed of spars, of a cart and ladders, and of such other ready expedients for the nonce as might be usefully employed on service.

The detachment of the Royal Sappers and Miners, in addition to their usual employment in general furtherance of the objects of instruction, had, it appeared, been occupied during the term in roofing and turfing-in the caponnière for sweeping the ditch of the large flag-staff redoubt with a musketry fire. This covered and loopholed caponnière, which is now thus finished, is really a beautiful example of its kind; and, as a piece of workmanship, reflects great credit upon the detachments of the valuable corps which have been employed in its construction. A barrier of chevaux-de-frise, composed of sword blades, to close the ramp of the redoubt itself, and, like the similar defences of the great breach at Badajoz, constituting an obstacle of the most formidable character, had also been among the works of the term.

During the examinations on the 18th, the Commissioners a second time adjourned to the ground in front of the parade: where the fortification classes were told off into working and tracing parties; and, in presence of the Board, proceeded to make fascines and gabions, and to picket and profile field works of various kinds, selected by Sir A. Dickson.

Among the fortification drawings exhibited in the Board-room, in addition to the usual course, was a very neat and interesting plan (copied after a sketch by Major Prosser), by Gentleman Cadet Thomas M. Steele, of the operations of the siege review at Chatham in April last; and other plans, of the fortress of Alessandria, (as fortified after the projects of Chasse Loup de Laubat,) of Fort Querqueville near Cherbourg, of the systems of Coehorn, and of the lines north of the College, drawn respectively by Gentlemen Cadets Andrew Green, Henry Cadett, Cockayne Frith, and William W. T. Cole.

The display of the more animated feats of the Riding School took place as usual. The horsemanship of the class was unquestionable; both horses and riders were on their mettle, and the *manège* was perhaps a little more riotous than under the sober discipline of the late Captain Chadwick.

The whole of these exhibitions elicited and deserved the unqualified praise of the Commissioners, and, we need not add, were regarded by ourselves with the utmost interest and satisfaction. If any thing, in the course, struck us as open to alteration, it was the too literal or rather syntactical translation, of the Latin Classics into English. It is, we admit, essential to test the pupil's knowledge of syntax, by obliging him to parse the sentences he construes, always, if a beginner, occasionally, if more advanced—but as an invariable practice, we think it calculated to cramp both the pupil's perception of the beauties of the Classic he reads, and his own capacity of rendering them in corresponding language, which, as promoting a fluency of style, should always be an object in oral translation. We must do both the Cadets and their instructors the justice to say that they seemed perfectly versed in the method of construction assigned them.

The public examination of the Senior Department, which took place on the 19th, was conducted by Sir Alexander Dickson, who selected from the lists a number of propositions relating to the different subjects which constitute the higher course of mathematical instruction pursued at the Institution, and was pleased to express his satisfaction at the manner in which the investigations were immediately drawn up. The analytical processes for exhibiting the properties of lines of the second order were particularly distinguished. The list of propositions concerning mixed mathematics comprehended the principal subjects which enter under the heads of mechanics, hydrostatics, optics, and physical astronomy; and to these was added a series of such propositions as are required in the operations of geographical or geodetical engineering.

The divisions of elementary mathematics, consisting of Euclid's geometry, the theorems and practical operations of trigonometry, both plane and spherical, and mensuration—and the course of algebra and the conic sections—having, on a previous day, been made the subjects of examination before the authorities of the College, and the proficiency of the officers in those subjects satisfactorily shown, a repetition of them was on the present occasion, in order to save time, dispersed with.

The mathematical examination was succeeded by that on permanent and field fortification, including explanations of the processes of defilading works, both geometrically and by the eye, and the attack and defence of fortresses, with the details of military mining.

In conclusion, there were submitted to the Board the written solutions given by Lieutenant R. J. Eagar, 31st Regiment, of the several printed questions relating to subjects drawn from Euclid and the higher mathematics, and to the principles of fortification; together with the answers given by the same officer, also in writing, to a number of questions which had been proposed by Professor Lowry from Poisson's *Traité de Mécanique*: these were accompanied by the favourable testimonials of the Professors who had been appointed to examine and report upon them.

Lieutenant Eagar having satisfactorily acquitted himself in the course of an examination which, including the preparation of the written solutions above alluded to, must be considered as of the strictest character, was presented by the Board with a certificate of the first class; in which, in consequence of having pursued his studies beyond the usual course, into the highest branches of mathematical science, a notice to this effect was introduced.

The military drawings, which were exhibited in the Board-room, consisted partly of the usual plates relating to fortification, and partly of the examples which had been executed by the officers in the halls of study, under Captain Prosser, the Professor of Surveying in the Senior Department, preparatory to the performance of their operations on the ground;



and these gave evidence of considerable talent in the officers who have recently joined the Institution. There was also an interesting plan representing the ground from Newbury nearly to Marlborough, in the direction of the great Roman road from London to Bath: this had been laid down by Lieutenant Symonds, 74th Regiment, and Lieutenant Ready, 71st Regiment, from the topographical survey which they had voluntarily executed, in addition to their prescribed course, as part of the series of operations undertaken for the purpose of discovering the remains of the ancient military positions and roads in this country. We can attest the zeal with which this interesting object is prosecuted by the officers above mentioned. It may not be uninteresting to mention that, from Newbury the ground was surveyed by them along the Baydon road, as far as Shefford Woodlands; and that in a spot near Hoe-Benham workhouse there was discovered a portion of the Roman road, consisting of a close pavement of large flints: its direction is such that if produced eastward it would fall into the former road at four miles from Newbury; and at this intersection is the spot where the ancient road to Bath through *Spinæ* diverged from that which joined the latter station and Cirencester. Proceeding westward there was again perceived a substratum similar to the former in a path leading from Elcot to Wickham; and plain traces occur at intervals in the same line nearly as far as Littlecot. Here all indications are lost; but the antiquities discovered a few years since at the latter place, and at Rudge, may be considered as evidences that the road passed over the narrow line of elevated ground which extends to Marlborough.

In the Board-room was a well-drawn sketch, by Captain Clarke, 2nd Dragoons, of the operations of the siege review at Chatham, already alluded to: on which occasion Captain Clarke, with several others of the officers, enjoyed, through the kindness of Colonel Pasley, the distinguished Director of the Engineer Establishment of Instruction, the advantage of being permitted to be present.

Lastly, during the term just elapsed, the enclosure of the terreplein of the pentagonal bastion fort in rear of the College, executed for the instruction of the Senior Department, had been completed; and there was exhibited a plan of the fort, which had been ably laid down by Captain Harvey, 14th Light Dragoons. On the plan that officer had marked the data obtained by the spirit-level for determining the reliefs of the redoubt which it is intended to execute in its centre, to serve both as an interior intrenchment, and as an exemplification of the geometrical principles according to which a work in a situation so commanded might be defiladed.

We are bound to say, that upon this occasion Lieutenant Eagar acquitted himself admirably; and, in return, has reason to be proud of the sense entertained of his merit, and the honourable testimonials by which it has been acknowledged and rewarded. To Professor Narrien infinite credit is due for the proficiency of his department. We remarked strong evidences of observation and application amongst the students of the Senior Department, and found those officers with whom we had more particularly the pleasure of conversing, including Captain Clarke of the Greys, Captain Harvey of the 14th Light Dragoons, and Lieutenant Symonds of the 74th, abounding in information, and resolutely qualifying themselves for the ordeal which awaits them in their turn.

In concluding this sketch, it is but due to the authorities, officers, and professors of this prosperous establishment, to ascribe to them the high station which it holds amongst the institutions for military education throughout the world.



## STATIONS OF THE BRITISH ARMY ON 1ST JUNE, 1837.

[Where two places are mentioned, the last-named is that at which the Depot of the Regt. is stationed.]

|  |  |
|--|--|
| 1st Life Guards—Hyde Park.                     | 39th Foot—Madras; Chatham.                     |
| 2nd do.—Windsor.                               | 40th do.—Bombay; Chatham.                      |
| Royal Horse Guards—Regent's Park.              | 41st do.—Madras; Chatham.                      |
| 1st Dragoon Guards—Dublin.                     | 42nd do.—Edinburgh.                            |
| 2nd do.—Longford.                              | 43rd do.—America; Plymouth.                    |
| 3rd do.—Ballincollig.                          | 44th do.—Bengal; Chatham.                      |
| 4th do.—Manchester.                            | 45th do.—Madras; Chatham.                      |
| 5th do.—Birmingham.                            | 46th do.—Dublin, ord. for Gibraltar.           |
| 6th do.—Brighton.                              | 47th do.—Malta; Portsmouth.                    |
| 7th do.—York.                                  | 48th do.—Manchester.                           |
| 1st Dragoons—Dublin.                           | 49th do.—Bengal; Chatham.                      |
| 2nd do.—Dundalk.                               | 50th do.—New South Wales; Chatham.             |
| 3rd do.—Canterbury, ord. to India.             | 51st do.—Chatham, for Van Diemen's Land.       |
| 4th do.—Bombay.                                | 52nd do.—Gibraltar; Carlisle.                  |
| 6th do.—Dorchester.                            | 53rd do.—Ionian Isles; Cork.                   |
| 7th Hussars—Hounslow.                          | 54th do.—Madras; Chatham.                      |
| 8th do.—Dublin.                                | 55th do.—Madras; Chatham.                      |
| 9th Lancers—Glasgow.                           | 56th do.—Jamaica; Sunderland.                  |
| 10th Hussars—Nottingham.                       | 57th do.—Madras; Chatham.                      |
| 11th Light Dragoons—Bengal.                    | 58th do.—Ceylon; Portsmouth.                   |
| 12th Lancers—Coventry.                         | 59th do.—Malta; Portsmouth.                    |
| 13th Light Dragoons—Madras.                    | 60th do. [1st batt.]—Corfu; Newcastle.         |
| 14th do.—Edinburgh.                            | Do. [2nd batt.]—Gibraltar, ord. for Malta;     |
| 15th Hussars—Leeds.                            | 61st do.—Ceylon; Fermoy. [Jersey.]             |
| 16th Lancers—Bengal.                           | 62nd do.—Madras; Chatham.                      |
| 17th do.—Ipswich.                              | 63rd do.—Madras; Chatham.                      |
| Grenadier Guards [1st batt.]—Windsor.          | 64th do.—Jamaica; Fort George.                 |
| Do. [2nd battalion]—St. George's B.            | 65th do.—W. Indies, ord. for America; Kinsale  |
| Do. [3rd battalion]—Tower.                     | 66th do.—Canada; Kinsale.                      |
| Coldstream Guards [1st batt.]—Dublin.          | 67th do.—W. Indies; Sheerness. [mouth          |
| Do. [2nd battalion]—Portman B.                 | 68th do.—Gibraltar, ord. for Jamaica; Ports-   |
| Sc. Fusilier Guards [1st batt.]—St. John's Wd. | 69th do.—W. Indies; Chatham.                   |
| Do. [2nd battalion]—Wellington B.              | 70th do.—Malta, ord. for W. Indies; Guernsey.  |
| 1st Foot [1st battalion]—Limerick.             | 71st do.—Dublin.                               |
| Do. [2nd battalion]—Canada; Plymouth.          | 72nd do.—Cape of Good Hope; Limerick.          |
| 2nd do.—Bombay; Chatham.                       | 73rd do.—Ionian Isles; Mullingar.              |
| 3rd do.—Bengal; Chatham.                       | 74th do.—West Indies; Perth.                   |
| 4th do.—New South Wales; Chatham.              | 75th do.—Cape of Good Hope; Naas.              |
| 5th do.—Ionian Isles; Gosport.                 | 76th do.—W. Indies; Stirling.                  |
| 6th do.—Bombay; Chatham.                       | 77th do.—Dublin, ord. for Malta.               |
| 7th do.—Bolton.                                | 78th do.—Ceylon; Armagh.                       |
| 8th do.—Jamaica; Castlebar.                    | 79th do.—Glasgow.                              |
| 9th do.—Bengal; Chatham.                       | 80th do.—N. S. Wales; Chatham.                 |
| 10th do.—Ionian Isles, ord. home; Brecon.      | 81st do.—Gibraltar; Clare Castle.              |
| 11th do.—Ionian Isles; Waterford.              | 82nd do.—Gibraltar; Cork.                      |
| 12th do.—Athlone, ord. for Mauritius.          | 83rd do.—America; Cork.                        |
| 13th do.—Bengal; Chatham.                      | 84th do.—Jamaica, ord. home; Waterford.        |
| 14th do.—West Indies; Wexford.                 | 85th do.—America; Clonmel.                     |
| 15th do.—Canada, ord. home; Galway.            | 86th do.—Chatham.                              |
| 16th do.—Bengal; Chatham.                      | 87th do.—Mauritius; Nenagh.                    |
| 17th do.—Bombay; Chatham.                      | 88th do.—Portsmouth.                           |
| 18th do.—Ceylon; Galway.                       | 89th do.—West Indies; Omagh.                   |
| 19th do.—Buttevant.                            | 90th do.—Ceylon; Tralee.                       |
| 20th do.—Canterbury.                           | 91st do.—St. Helena; Drogheda. [derry.]        |
| 21st do.—Van Diemen's Land; Chatham.           | 92nd do.—Malta, ord. for Ionian Isles; London- |
| 22nd do.—Templemore.                           | 93rd do.—Newry, ord. for Gibraltar.            |
| 23rd do.—Kilkenny.                             | 94th do.—Birr.                                 |
| 24th do.—Canada; Youghal.                      | 95th do.—Dublin.                               |
| 25th do.—Templemore.                           | 96th do.—Enniskillen.                          |
| 26th do.—Bengal; Chatham.                      | 97th do.—Weedon.                               |
| 27th do.—Cape of G. Hope, Chatham.             | 98th do.—C. of G. H., ord. home; Portsmouth    |
| 28th do.—N. S. Wales; Chatham.                 | 99th do.—Mauritius, ord. home; Plymouth.       |
| 29th do.—Mauritius, ord. home; Devonport.      | Rifle Brig. [1st batt.]—Woolwich.              |
| 30th do.—Bermuda; Hull.                        | Do. [2nd batt.]—Ion. Isles, ord. home; Dover   |
| 31st do.—Bengal; Chatham.                      | Royal Staff Corps—Hythe.                       |
| 32nd do.—Canada; Plymouth.                     | 1st West India Regiment—Trinidad, &c.          |
| 33rd do.—Gibraltar; Birr.                      | 2nd do.—New Providence and Honduras.           |
| 34th do.—America; Cashel.                      | Ceylon Rifle Regiment—Ceylon.                  |
| 35th do.—Mauritius; Cork.                      | Cape Mounted Riflemen—Cape of Good Hope        |
| 36th do.—W. Indies; Plymouth.                  | Royal African Colonial Corps—Sierra Leone.     |
| 37th do.—Jamaica; Plymouth.                    | Royal Newfoundland Veteran Comp.—Newfd.        |
| 38th do.—Dublin.                               | Royal Malta Fencibles—Malta.                   |

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1st JUNE, 1837.

Actæon, 26, Capt. Lord Edward Russell, South America.  
 Ætna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 Alban, st. v., Lieut. E. B. Tinling, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Andromache, 28, Capt. H. D. Chade, C.B. East Indies.  
 Asia, 84, Capt. W. Fisher, Mediterranean.  
 Astræa, 6, Capt. J. H. Plumridge, Falmouth.  
 Bahian, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v., Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Belvidera, 42, Capt. C. B. Strong, West Indies.  
 Blazer, st. v., Lieut. J. M. Waugh, Plymouth.  
 Blonde, 46, Capt. F. Mason, C.B. South America.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Buzzard, 3, Lieut. P. Campbell, Coast of Afr.  
 Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.  
 Camelion, 10, Lieut. J. Bradley, Lisbon station.  
 Carron, st. v., Lieut. E. E. Owen, West Indies.  
 Carysfort, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, Chatham.  
 Ceylon, 2, Lieut. ———, rec. ship, Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Charibdis, 3, Lieut. S. Mercer, Coast of Africa.  
 Childers, 16, Com. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Clio, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbia, st. v. Lieut. G. T. Gordon, par. ser.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Constance, st. v., Lieut. W. Arlett, Mediter.  
 Conway, 28, Capt. C. R. Drinkwater, E. Indies.  
 Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Cruiser, 16, Com. W. A. Willis, W. Indies.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.  
 Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. R. Tait, S. America.  
 Echo, st. v., Lieut. W. James, West Indies.  
 Espoir, 10, Lieut. C. W. Riley, Falmouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Portsmouth.  
 Fairy, 10, sur. v. Capt. W. Hewett, North Sea.  
 Firefly, st. v., Lieut. J. Pearce, partic. serv.  
 Flamer, st. v., Lieut. J. M. Potbury, part. ser.  
 Fly, 18, Com. R. Elliott, South America.  
 Gannet, 16, Capt. W. G. H. Whish, West Indies.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Erskine, Mediterran.  
 Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.  
 Harriet, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Vice-Admiral Sir W. H. Gage, G. C. H., Capt. H. Shiffner, Lisbon sta.  
 Hazard, 16, Com. J. Wilkinson, Portsmouth.  
 Hercules, 74, Capt. M. F. F. Berkeley, Portsmouth.  
 Hermes, st. v. Lieut. W. S. Blount, Falmouth.  
 Hoinet, 6, Lieut. F. R. Coghlan, South America.  
 Howe, 120, Vice-Adm. Sir R. Osway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.

Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Pring, Lisbon sta.  
 Jaseur, 16, Com. J. Hackett, Plymouth.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Larne, 18, Com. J. P. Blake, Portsmouth.  
 Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.  
 Lightning, st. v., Lieut. Jas. Shambler, Falmouth.  
 Lynx, 3, Lieutenant H. V. Huntley, C. of Africa.  
 Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H. West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jama.  
 Magpie, 4, Lieut. T. S. Brock, Mediterranean.  
 Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.  
 Medea, st. v. Com. H. T. Austin, Mediter.  
 Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, N. America and W. Indies.  
 Meteor, st. v. Lieut. G. W. Smith, W. Indies.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.  
 Nautilus, 10, Lieut. W. Crooke, Medit.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Com. Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Mediter.  
 Pearl, 20, Com. Lord C. E. Paget, Lisbon sta.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. T. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresley, C.B., Plymouth.  
 Phoenix, st. v., Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. A. G. Bulman, W. Indies.  
 Pincher, 5, Lieut. E. Bevan, West Indies.  
 Pique, 36, Capt. Hon. H. J. Rous, Portsmouth.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 Princess Charlotte, 104, Capt. A. Fanshawe, Portsmouth.  
 Pylades, 18, Com. W. L. Castle, Coast of Africa.  
 Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.  
 Racer, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.  
 Rhadamanthus, st. v. Lieut. J. Duffill, Woolwich.  
 Ringdove, 16, Com. H. P. Nixon, Plymouth.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.  
 Rose, 18, Com. W. Barlow, East Indies.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beauclerk, G.C.B., G.C.H., Capt. J. Sykes, Plymouth.  
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon station.  
 Salamander, st. v. Com. S. C. Dacres, Lisbon station.  
 Samarang, 28, Capt. W. Broughton, S. America.  
 San Josef, 110, Capt. J. Hancock, C.B., guardship, Plymouth.  
 Sapphire, 28, Capt. R. F. Rowley, Mediterran.  
 Sappho, 16, Com. T. Fraser, West Indies.

## STATIONS OF THE BRITISH ARMY ON 1ST JUNE, 1837.

[Where two places are mentioned, the last-named is that at which the Depot of the Regt. is stationed.]

- 1st Life Guards—Hyde Park.  
 2nd do.—Windsor.  
 Royal Horse Guards—Regent's Park.  
 1st Dragoon Guards—Dublin.  
 2nd do.—Longford.  
 3rd do.—Ballincollig.  
 4th do.—Manchester.  
 5th do.—Birmingham.  
 6th do.—Brighton.  
 7th do.—York.  
 1st Dragoons—Dublin.  
 2nd do.—Dundalk.  
 3rd do.—Canterbury, ord. to India.  
 4th do.—Bombay.  
 6th do.—Dorchester.  
 7th Hussars—Hounslow.  
 8th do.—Dublin.  
 9th Lancers—Glasgow.  
 10th Hussars—Nottingham.  
 11th Light Dragoons—Bengal.  
 12th Lancers—Coventry.  
 13th Light Dragoons—Madras.  
 14th do.—Edinburgh.  
 15th Hussars—Leeds.  
 16th Lancers—Bengal.  
 17th do.—Ipswich.  
 Grenadier Guards [1st batt.]—Windsor.  
 Do [2nd battalion]—St. George's B.  
 Do [3rd battalion]—Tower.  
 Coldstream Guards [1st batt.]—Dublin.  
 Do [2nd battalion]—Portman B.  
 Sc. Fusilier Guards [1st batt.]—St. John's Wd.  
 Do [2nd battalion]—Wellington B.  
 1st Foot [1st battalion]—Limerick.  
 Do [2nd battalion]—Canada; Plymouth.  
 2nd do.—Bombay; Chatham.  
 3rd do.—Bengal; Chatham.  
 4th do.—New South Wales; Chatham.  
 5th do.—Ionian Isles; Gosport.  
 6th do.—Bombay; Chatham.  
 7th do.—Bolton.  
 8th do.—Jamaica; Castlebar.  
 9th do.—Bengal; Chatham.  
 10th do.—Ionian Isles, ord. home; Brecon.  
 11th do.—Ionian Isles; Waterford.  
 12th do.—Achlone, ord. for Mauritius.  
 13th do.—Bengal; Chatham.  
 14th do.—West Indies, Wexford.  
 15th do.—Canada, ord. home; Galway.  
 16th do.—Bengal; Chatham.  
 17th do.—Bombay; Chatham.  
 18th do.—Ceylon; Galway.  
 19th do.—Buttevant.  
 20th do.—Canterbury.  
 21st do.—Van Diemen's Land; Chatham.  
 22nd do.—Templemore.  
 23rd do.—Kilkenny.  
 24th do.—Canada; Youghal.  
 25th do.—Templemore.  
 26th do.—Bengal; Chatham.  
 27th do.—Cape of G. Hope, Chatham.  
 28th do.—N. S. Wales; Chatham.  
 29th do.—Mauritius, ord. home; Devonport.  
 30th do.—Bermuda; Hull.  
 31st do.—Bengal; Chatham.  
 32nd do.—Canada; Plymouth.  
 33rd do.—Gibraltar; Birr.  
 34th do.—America; Cashel.  
 35th do.—Mauritius; Cork.  
 36th do.—W. Indies; Plymouth.  
 37th do.—Jamaica; Plymouth.  
 38th do.—Dublin.  
 39th Foot—Madras; Chatham.  
 40th do.—Bombay; Chatham.  
 41st do.—Madras; Chatham.  
 42nd do.—Edinburgh.  
 43rd do.—America; Plymouth.  
 44th do.—Bengal; Chatham.  
 45th do.—Madras; Chatham.  
 46th do.—Dublin, ord. for Gibraltar.  
 47th do.—Malta; Portsmouth.  
 48th do.—Manchester.  
 49th do.—Bengal; Chatham.  
 50th do.—New South Wales; Chatham.  
 51st do.—Chatham, for Van Diemen's Land.  
 52nd do.—Gibraltar; Carlisle.  
 53rd do.—Ionian Isles; Cork.  
 54th do.—Madras; Chatham.  
 55th do.—Madras; Chatham.  
 56th do.—Jamaica; Sunderland.  
 57th do.—Madras; Chatham.  
 58th do.—Ceylon; Portsmouth.  
 59th do.—Malta; Portsmouth.  
 60th do. [1st batt.]—Corfu; Newcastle.  
 Do [2nd batt.]—Gibraltar, ord. for Malta; [Jersey].  
 61st do.—Ceylon; Fermoy.  
 62nd do.—Madras; Chatham.  
 63rd do.—Madras; Chatham.  
 64th do.—Jamaica; Fort George.  
 65th do.—W. Indies, ord. for America; Kinsale.  
 66th do.—Canada; Kinsale.  
 67th do.—W. Indies; Sheerness. [mouth  
 68th do.—Gibraltar, ord. for Jamaica; Ports-  
 69th do.—W. Indies; Chatham.  
 70th do.—Malta, ord. for W. Indies; Guernsey.  
 71st do.—Dublin.  
 72nd do.—Cape of Good Hope; Limerick.  
 73rd do.—Ionian Isles; Mullingar.  
 74th do.—West Indies; Perth.  
 75th do.—Cape of Good Hope; Naas.  
 76th do.—W. Indies; Stirling.  
 77th do.—Dublin, ord. for Malta.  
 78th do.—Ceylon; Armagh.  
 79th do.—Glasgow.  
 80th do.—N. S. Wales; Chatham.  
 81st do.—Gibraltar; Clare Castle.  
 82nd do.—Gibraltar; Cork.  
 83rd do.—America; Cork.  
 84th do.—Jamaica, ord. home; Waterford.  
 85th do.—America; Clonmel.  
 86th do.—Chatham.  
 87th do.—Mauritius; Nenagh.  
 88th do.—Portsmouth.  
 89th do.—West Indies; Omagh.  
 90th do.—Ceylon; Tralee.  
 91st do.—St. Helena; Drogheda. [deriy.  
 92nd do.—Malta, ord. for Ionian Isles; London-  
 93rd do.—Newry, ord. for Gibraltar.  
 94th do.—Birr.  
 95th do.—Dublin.  
 96th do.—Enniskillen.  
 97th do.—Weedon.  
 98th do.—C. of G. H., ord. home; Portsmouth  
 99th do.—Mauritius, ord. home; Plymouth.  
 Rifle Brig. [1st batt.]—Woolwich.  
 Do [2nd batt.]—Ion. Isles, ord. home; Dover  
 Royal Staff Corps—Hythe  
 1st West India Regiment—Trinidad, &c.  
 2nd do.—New Providence and Honduras.  
 Ceylon Rifle Regiment—Ceylon.  
 Cape Mounted Riflemen—Cape of Good Hope  
 Royal African Colonial Corps—Sierra Leone.  
 Royal Newfoundland Veteran Comp.—Newfd.  
 Royal Malta Fencibles—Malta.

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1ST JUNE, 1837.

- Actæon, 26, Capt. Lord Edward Russell, South America.  
 Aetna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 Alban, st. v., Lieut. E. B. Tirling, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Andromache, 28, Capt. H. D. Chads, C.B. East Indies.  
 Asia, 84, Capt. W. Fisher, Mediterranean.  
 Astrea, 6, Capt. J. H. Plumridge, Falmouth.  
 Baham, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v., Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Bellerophon, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Belvidera, 42, Capt. C. B. Strong, West Indies.  
 Blaze, st. v., Lieut. J. M. Waugh, Plymouth.  
 Blonde, 46, Capt. F. Mason, C.B. South America.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Buzzard, 3, Lieut. P. Campbell, Coast of Africa.  
 Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.  
 Cameleon, 10, Lieut. J. Bradley, Lisbon station.  
 Carron, st. v., Lieut. E. E. Owen, West Indies.  
 Carvsfort, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, Chatham.  
 Ceylon, 2, Lieut. —, rec. ship, Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Charybdis, 3, Lieut. S. Mercer, Coast of Africa.  
 Childers, 16, Com. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Clio, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbia, st. v. Lieut. G. T. Gordon, par. ser.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Constance, st. v., Lieut. W. Arlett, Mediter.  
 Conway, 28, Capt. C. R. Drinkwater, E. Indies.  
 Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Cruiser, 16, Com. W. A. Willis, W. Indies.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.  
 Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bart., K.C.B., Capt. R. Tait, S. America.  
 Echo, st. v., Lieut. W. James, West Indies.  
 Espou, 10, Lieut. C. W. Riley, Falmouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Portsmouth.  
 Fairy, 10, sur. v. Capt. W. Hewett, North Sea.  
 Firefly, st. v., Lieut. J. Pearce, partic. serv.  
 Flame, st. v., Lieut. J. M. Potbury, part. ser.  
 Fly, 18, Com. R. Elliott, South America.  
 Gannet, 16, Capt. W. G. H. Whish, West Indies.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Erskine, Mediterranean.  
 Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.  
 Hazard, 16, Com. J. Wilkinson, Portsmouth.  
 Hercules, 74, Capt. M. F. F. Berkeley, Portsmouth.  
 Hermes, st. v. Lieut. W. S. Blount, Falmouth.  
 Hornet, 6, Lieut. F. R. Coghlan, South America.  
 Howe, 120, Vice-Adm. Sir R. Osway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Pring, Lisbon sta.  
 Jaseur, 16, Com. J. Hackett, Plymouth.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Larne, 18, Com. J. P. Blake, Portsmouth.  
 Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.  
 Lightning, st. v., Lieut. Jas. Shambler, Falmouth.  
 Lynx, 3, Lieutenant H. V. Huntley, C. of Africa.  
 Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H. West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jamal.  
 Magpie, 4, Lieut. T. S. Brock, Mediterranean.  
 Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.  
 Medea, st. v. Com. H. T. Austin, Mediter.  
 Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, N. America and W. Indies.  
 Meteor, st. v. Lieut. G. W. Smith, W. Indies.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.  
 Nautilus, 10, Lieut. W. Crooke, Mediter.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Com. Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Mediter.  
 Pearl, 20, Com. Lord C. E. Paget, Lisbon sta.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. T. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresley, C.B., Plymouth.  
 Phoenix, st. v., Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. A. G. Bulman, W. Indies.  
 Pichey, 5, Lieut. E. Bevan, West Indies.  
 Pique, 36, Capt. Hon. H. J. Rous, Portsmouth.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 Princess Charlotte, 104, Capt. A. Fanshawe, Portsmouth.  
 Pylades, 18, Com. W. L. Castle, Coast of Africa.  
 Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.  
 Race, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnaird, Mediter.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Revenge, 78, Capt. W. Elliott, C.B. K.C.H., Mediterranean.  
 Rhadamanthus, st. v. Lieut. J. Duffill, Woolwich.  
 Ringdove, 16, Com. H. P. Nixon, Plymouth.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.  
 Rose, 18, Com. W. Barrow, East Indies.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beauchamp, G.C.B., G.C.H., Capt. J. Sykes, Plymouth.  
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon station.  
 Salamander, st. v. Com. S. C. Dacres, Lisbon station.  
 Samarang, 28, Capt. W. Broughton, S. America.  
 San Josef, 110, Capt. J. Hancock, C.B., guard-ship, Plymouth.  
 Sapphire, 28, Capt. R. F. Rowley, Mediterranean.  
 Sappho, 16, Com. T. Fraser, West Indies.

Saracen, 10, Lieut. H. W. Hill, Plymouth.  
 Satellite, 18, Com. I. Robb, West Indies.  
 Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.  
 Scorpion, 10, Lieut. C. Gayton, Plymouth.  
 Scout, 18, Com. R. Craigie, Coast of Africa.  
 Scylla, 16, Com. Hon. J. Denman, Lisbon sta.  
 Seaflower, 4, Lieut. J. Roche, Portsmouth.  
 Seringapatam, 46, Capt. J. Leith, Portsmouth.  
 Serpent, 16, Com. R. L. Warren, W. Indies.  
 Skipjack, 5, Lieut. J. J. Robinson, W. Indies.  
 Snake, 16, Com. A. Milne, West Indies.  
 Sparrow, 10, Lieut. R. Lowrey, Portsmouth.  
 Sparrowhawk, 16, Com. J. Shepherd, Portsmouth.  
 Speedy, 8, Lieut. J. M. Mottley, Lisbon station.  
 Spider, 6, Lieut. J. O'Reilly (a) South America.  
 Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.  
 Stag, 46, Capt. T. B. Sullivan, C.B., S. America.  
 Starling, sur. v., Lieut. H. Kelllett, S. America.  
 Sulphur, sur. v., Com. E. B. Leher, S. America.  
 Talavera, 74, Capt. W. B. Mends, Lisbon sta.  
 Talbot, 28, Capt. F. W. Pennell, S. America.  
 Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.  
 Terror, bomb, Capt. G. Back, part. service.

Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.  
 Tribune, 24, Capt. J. Tomkinson, Mediter.  
 Trinculo, 16, Com. H. E. Coffin, part. ser.  
 Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.  
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B. Mediterranean.  
 Vestal, 26, Capt. W. Jones, West Indies.  
 Victor, 16, Com. R. Crozier, East Indies.  
 Victory, 104, Capt. T. Seale, C.B., guard-ship, Portsmouth.  
 Viper, 6, Lieut. W. Winniett, Coast of Africa.  
 Volage, 28, Capt. P. Richards, Mediter.  
 Volcano, st. v., Lieut. W. M'Ilwaine, Falmouth.  
 Wanderer, 16, Com. T. Bushby, West Indies.  
 Water Witch, 10, Lieut. W. Dickey, Coast of Africa.  
 William and Mary, yacht, Capt. Sir J. Louis, Bart., Woolwich.  
 Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Sparscott K. H., East Indies.  
 Wizard, 10, Lieut. E. L. Harvey, Plymouth.  
 Wolf, 18, Com. E. Stanley, East Indies.  
 Wolverine, 16, Com. Hon. E. Howard, Plymouth.  
 Zebra, 16, Capt. R. C. M'Crea, East Indies.

## SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Nottingham.  
 Briscis, Lieut. John Downey.  
 Delight, Lieut. J. Moore (b).  
 Express, Lieut. W. G. Croke.  
 Goldfinch, Lieut. Edw. Collier.  
 Hope, Lieut. W. L. Rees.  
 Lapwing, Lieut. G. B. Forster.  
 Linnet, Lieut. W. Downey.  
 Lyra, Lieut. W. Forrester.  
 Magnet, Lieut. S. Griffith.  
 Mutine, Lieut. Richard Pawle.  
 Nightingale, Lieut. G. Fortescue.

Opossum, Lieut. Robt. Peter.  
 Pandora, Lieut. R. W. Innes.  
 Pigeon, Lieut. W. Luce.  
 Ranger, Lieut. J. H. Turner.  
 Reindeer, Lieut. H. P. Dicken.  
 Seagull, Lieut. J. Parsons.  
 Sheldrake, Lieut. A. R. L. Passingham.  
 Skylark, Lieut. C. P. Ladd.  
 Spey, Lieut. Rob. B. James.  
 Stu, Lieut. C. Smith.  
 Swift, Lieut. D. Welch.  
 Tyman, Lieut. Ed. Jennings.

## PROMOTIONS AND APPOINTMENTS.

## NAVY.

## PROMOTIONS.

TO BE COMMANDER.  
 Arthur Wakefield

TO BE LIEUTENANTS.  
 Charles Starnes  
 Robert Duncan

TO BE SURGEONS.  
 C. Alison, M.D.  
 John Dunn

## APPOINTMENTS.

COMMANDER.  
 J. S. Wilkinson . . . . Hazard

LIEUTENANTS  
 H. Tanse . . . . . Royal Adelaide  
 N. Pison . . . . . Do  
 W. Hay . . . . . Coast Guard  
 J. S. Nicholl . . . . . Do  
 Jas. Campbell . . . . . Do  
 T. Smyth . . . . . Comus  
 W. E. Gray . . . . . Ringdove  
 Hon. C. St. Clair . . . Hercules  
 G. S. Reynolds . . . . Larne  
 E. L. Harvey to Com. Wizard  
 W. Lory to Com. Delight

S. Nicholas . . . . . Plymouth Ordinary  
 J. Tancock . . . . . Do. Do.  
 D. B. G. Grant . . . . Portsmouth Do.  
 J. Bowden . . . . . Sheerness Do.  
 H. Johnston . . . . . Do. Do.  
 T. P. Clarke . . . . . Do. Do.  
 J. F. Herbert . . . . . Do. Do.  
 J. Crashe . . . . . Chatham Do.  
 J. W. T. French . . . . Hazard  
 C. Jenkins . . . . . Romney

## MASTER.

G. Wilson . . . . . Hazard

## SURGEONS.

J. Watson . . . . . Ringdove

## ASSIST-SURGEONS.

W. Brown, M.D. . . . . Royal Adelaide  
 J. Naulty . . . . . Royal George  
 R. Denmark . . . . . Saracen  
 M. Cony . . . . . Fair Rosamond  
 A. B. McPherson . . . Cornwallis  
 W. Minchin . . . . . Do.

## PURSERS

J. Goldsmith . . . . . William and Mary Yt.  
 J. Gain . . . . . Victory.  
 J. H. Greaves . . . . . Hazard

## ARMY.

WAR OFFICE, April 28.

1st Life Guards—Captain Beauchamp Colclough from h.p. of 60th Foot. to be Capt., vice Brevet-Major Henry Robert Bullock, who exch.  
 2nd Life Guards—Lieut. W. Thomas Squire to be Capt., by pur., vice Sir John A. Cathcart,

who retires; Cornet and Sub-Lieut. Henry George Boyce to be Lieut. by pur., vice Squire; Charles J. Tottenham, Gent., to be Cornet and Sub-Lieut. by pur., vice Boyce.

4th Light Dragoons—Cornet Thomas W. Geils to be Lieut. by pur., vice Forkington, who

retires; John Augustus Todd, Gent., to be Cornet by pur., vice Geils.

6th Dragoons—Lieut. Robt. Douglas Barbor to be Capt. by pur., vice Mansel, who retires; Cornet G. Ferguson to be Lieut. by pur., vice Barbor.

9th Light Dragoons—Lieut. Fred. Shewell to be Capt. by pur., vice Macnamara, who retires; Cornet William Norton Barry to be Lieut. by pur., vice Shewell.

11th Light Dragoons—Lieut. William Devaynes Bedford, from h.p. of 60th foot, to be Paymaster, vice Neville, dec.

3rd Foot—Ensign Alexander John Cameron, to be Lieut. without pur., vice Lavoine, dec.; Sergeant-Major N. Flood to be Ensign, vice Cameron.

6th—Gent. Cadet William T. Hall, from the Royal Mil. Col., to be Ensign, without pur., vice Cubitt, appointed to the 9th Foot.

9th—Capt. Matthew Smith, from 16th foot, to be Capt. vice Chichester, who exch.; Ensign Charles Myers Creagh to be Lieut. without pur., vice Calder dec.; Ensign George Cubitt, from 6th Foot, to be Ensign, vice Creagh.

16th—Capt. Arthur Charles Chichester, from the 9th Foot, to be Capt. vice Smith, who exch.; Felix Ashpitel, Gent., to be Ensign, by pur., vice Caulfield, whose appointment has not taken place.

23rd—Lieut. F. Granville to be Capt. by pur., vice Brown, who retires; Second-Lieut. Charles Blackett to be First Lieut. by pur., vice Granville; Archibald James Campbell, Gent., to be Second Lieut. by pur., vice Blackett.

49th—Lieut. David M'Andrew to be Capt. without pur., vice Otter, dec.; Ensign John Hinton Danell to be Lieut., vice MacAndrew; Gent. Cadet David MacAdam, from the Royal Mil. Col., to be Ens. vice Danell.

73rd—Ens. E. George Cubitt, to be Lieut. by pur., vice Drewe, who retires.

75th—Lieut. George Henry Eddy to be Paymaster, vice Holt, who reverts to his former half-pay.

78th—Major Henry N. Douglas to be Lieut.-Col. by pur., vice Lindsay, who retires; Capt. Martin George Thomas Lindsay to be Major by pur., vice Douglas; Lieut. Colin Campbell M'Intyre to be Captain by pur., vice Lindsay; Ensign John Fowden Haliburton to be Lieut. by pur., vice M'Intyre; Ensign Edward Hickey, from 90th Foot, to be Ensign, vice Haliburton.

90th—Keith W. Stewart Mackenzie, Gent., to be Ensign by pur., vice Hickey, appointed to 78th foot.

99th—Lieut. E. Maurice O'Connell to be Capt. by pur., vice Martindale, who retires; Ensign Charles Thomas Nicolay to be Lieut. by pur., vice O'Connell; Henry John Jauncey, Gent., to be Ensign, by pur., vice Nicolay.

Ceylon Rifle Regiment—Second-Lieut. Geo. Bulkeley Tattersall to be First Lieut. by pur., vice Bouke, who retires; Second-Lieut. James Williams Gylls to be First-Lieut. by pur., vice Reid, who retires; Gent. Cadet William H. Underwood from the Royal Mil. Col., to be Second-Lieut. by pur., vice Tattersall, Stanhope Mason Gildea, Gent., to be Second-Lieut. by pur., vice Gylls.

Brevet—Capt. Beauchamp Colclough, of the 1st Life Guards, to be Major in the Army.

Mem.—The Christian names of Ens. D'Arcy, of 94th Foot, are George Abbas Kooli.

#### ST JAMES'S PALACE, April 27.

The King was this day pleased to confer the honour of Knighthood upon Major-Gen. James Macdonell, C.B. and K.H., Commanding the Northern District of Ireland, First Equerry to her Majesty.

The King has granted unto Lieut.-Colonel

Charles Christopher Johnson permission that he may accept and wear the Insignia of the Second Class of the Royal Persian Order of the Lion and Sun, which the Shah of Persia has conferred upon him, in testimony of his approbation of his services while employed with the Persian Army.

#### WAR OFFICE, May 5.

1st Life Guards—Lieut. Thomas Bulkeley to be Capt. by pur., vice Colclough, who retires; Cornet and Sub-Lieut. Lord Charles Pelham Clinton to be Lieut. by pur., vice Bulkeley; Henry Thomas George Fitz-Gerald, Gent. to be Cornet and Sub-Lieut. by pur., vice Lord Charles Pelham Clinton.

6th Dragoons—Edward Stephen May, Gent., to be Cornet by pur., vice Ferguson, promoted; Jas. King, Gent., to be Cornet by pur., vice Thompson, who retires.

8th Light Dragoons—Fleetwood Thomas H. Wilson, Gent., to be Cornet by pur., vice Barry, promoted.

9th Light Dragoons—Cornet John William Gooch Spicer to be Lieut. by pur., vice Clerk, who retires; Philip Haughton Clerk, Gent., to be Cornet by pur., vice Spicer.

6th Foot—Captain Henry Coulfield, from 58th Foot, to be Capt. vice James Wilson, who retires upon the half-pay of the Coldstream Guards.

19th—Henry Butler Stoney, Gent., to be Ensign by pur., vice T. B. Stone, who retires.

29th—Ensign Edmund George Nicolay to be Lieut. by pur., vice Cosby, who retires; John Power, Gent., to be Ensign by pur., vice Nicolay.

58th—Captain Isaac Foster, from the Ceylon Reg., to be Capt. vice Caulfield, appointed to 6th Foot.

59th—Ensign James Pierce Maxwell to be Lieut. by pur., vice Richardson, who retires; J. Herbert Clay, Gent., to be Ensign by pur., vice Maxwell.

73rd—Wm. Henry Fitz-Gerald, Gent., to be Ensign, by pur., vice Cubitt.

77th—Staff-Assist. Surg. Wm. H. Burrell, M.D., to be Surg. vice Dealy, who retires upon h.p.

83rd—Assist.-Surg. William Gardner to be Surg. vice James Cross, who retires upon h.p.; Assist.-Surg. George Knox, from 20th Foot, to be Assist. Surg. vice Gardner.

85th—Henry John Danell, Gent., to be Ensign by pur., vice Pack, promoted.

95th—Richard Pratt, Gent., to be Ensign by pur., vice Noel, who retires.

97th—Captain Thos. Shuldham O'Halloran, from h.p. of the Coldstream Guards, to be Capt. vice Kelson, appointed to Ceylon Rifle Reg.

98th—Lieut. Francis Bernard Fielding to be Capt. without pur. vice Vernon, dec.; Ensign Samuel Wm. Russell to be Lieut. vice Fielding.

Ceylon Rifle Regiment—Capt. Charles Kelson, from the 97th Foot, to be Capt. vice Foster, appointed to 58th Foot.

Unattached—Ensign Arthur John Pack, from 85th Foot, to be Lieut. by pur.

Brevet—Lieut.-Col. Richard Doherty, 89th reg. (Gov. of Sierra Leone), to have the local rank of Colonel on the western coast of Africa.

Hospital Staff—Assist. Surg. Adam Thomas Jackson, from 42nd Foot, to be Assist.-Surg. to the Forces, vice Burrell, prom. in 77th foot; Luke Kelly, M.D., to be Assist. Surg. to the Forces.

Mem.—Lieut. David Somerville Randalson Dickson, upon h.p. of 16th Light Dragoons, has been allowed to retire from the service by the sale of an Unattached Lieutenancy, he being about to become a settler in Upper Canada.



## WAR OFFICE, May 12.

34th Foot—Lieut. N. R. Brown to be Capt., without pur., vice Lax, deceased; Ensign T. Bourke to be Lieut. without pur., vice Brown, promoted; Ensign J. C. Judge, from the h.-p. of the 62nd Foot, to be Ensign, vice Bourke.

37th—C. F. Shum, Gent. to be Ensign, by pur., vice Christian, who retires.

48th—Captain B. Hartley, from Paymaster of the 99th Foot, to be Paymaster, vice J. O'Keefe, retired upon half pay.

63rd—C. E. Fairtlough, Gent. to be Ensign, by pur., vice Lynch, who retires.

66th—Lieut. W. Gordon to be Capt. by pur., vice Armstrong, who retires; Ensign T. B. Lord Cochrane to be Lieut. by pur. vice Gordon; C. H. Godby, Gent. to be Ensign, by pur., vice Lord Cochrane.

69th—Ensign H. W. K. Gore to be Lieut., without pur., vice Gardiner, dec.; Gent. Cadet E. G. Wynward, from the Royal Military College, to be Ensign, vice Gore.

75th—Lieut. W. Carruthers, from the h.-p. of the 43rd Foot, to be Lieut. vice Eddy, appointed Paymaster.

95th—Ensign C. Hare to be Lieut. by pur., vice Russell, whose promotion, by purchase, has been cancelled; Gent. Cadet E. Haythorne, from the Royal Mil. Col., to be Ensign, without pur. vice Hare, promoted.

## OFFICE OF ORDNANCE, May 11.

Royal Engineers—Second-Lieut. T. Fenwick to be First Lieut., vice Wright, deceased.

## WAR OFFICE, May 19.

3rd Light Dragoons—Lieut.-Colonel Joseph Thackwell, from h.-p. Unatt., to be Lieut.-Col., vice Charles Stisted, who exch., receiving the difference; Capt. Henry Bond, from the 11th Light Dragoons, to be Capt. vice Levett, who exch.

11th Light Dragoons—Capt. Theoph. Levett, from the 3rd Light Dragoons, to be Capt. vice Bond, who exch.

12th Foot—Ensign John F. Kempt, from 32nd Foot, to be Lieut., without pur., vice West, dec.

32nd—Ensign Thomas Robyns, from 55th Foot, to be Ensign, vice Trench, who exch.; Gent. Cadet Edward W. D. Lowe, from Royal Mil. Col., to be Ensign, without pur., vice Kempt, promoted in 12th Foot.

48th—Capt. Edward Duncan, from half-pay Unatt. to be Capt. vice Charles Campbell, who exchanges receiving the difference.

55th—Ensign Wm. Le Poer Trench, from 32nd Foot, to be Ensign, vice Robyns, who exchanges.

99th—Lieut. William Francis Webster, on

h.-p. 2nd Ceylon Reg., to be Paymaster, vice Hartly, appointed to the 48th Foot.

Unattached—Lieut. Loughlan McPherson, from 74th Foot, to be Capt. without pur.

Brevet—Col. Arthur Lloyd, on h.-p. 97th Foot, to be Major Gen. in the Army; Lieut.-Col. Joseph Thackwell, 3rd Light Dragoons, to Col. in the Army; Capt. Ed. Duncan, 48th Foot, to be Major in the Army.

## WAR OFFICE, May 26.

2nd Dragoon Guards—Cornet John Lindsay, from the 3rd Light Dragoons, to be Cornet, vice Charlton, who retires.

3rd Light Dragoons—Hugh Hilton Bradshaw, Gent., to be Cornet, by pur., vice Lindsay, appointed to the 2nd Dragoon Guards; Veterinary Surgeon George Edin, from the 7th Light Dragoons, to be Veterinary Surgeon, vice Lowes, deceased.

7th Light Dragoons—Cornet Charles Henry Wyndham to be Lieut. by pur., vice Daly, who retires; James Macaul Hagar, Gent. to be Cornet, by pur., vice Wyndham; George Johnston, Gent., to be Veterinary Surgeon, vice Edin appointed to the 3rd Light Dragoons.

16th Light Dragoons—Lieut. George O'Halloran Gavin to be Captain, by pur., vice Guest, who retires; Cornet Robert Abercromby Yule to be Lieut. by pur., vice Gavin; Marmaduke Gwynne, Gent. to be Cornet, by pur., vice J. C. R. Weguelin, who retires; Thomas Folliot Powell, Gent. to be Cornet, by pur. vice Yule.

Scots Fusilier Guards—Lieut. and Capt. Hon. Charles Beaumont Phipps, to be Capt. and Lieut.-Colonel, by pur., vice Hawkins, who retires; Ensign and Lieut. John Binns Wall to be Lieut. and Capt., by pur., vice Phipps; Hon. James Charles Plantagenet Murray to be Ens. and Lieut., by pur., vice Wall.

19th Foot—Ensign John Duke Simpson to be Lieut. by pur., vice Freeman, who retires; Robert Saunders, Gent. to be Ensign, by pur., vice Simpson.

20th—Major William Nelson Hutchinson, from the 76th Foot, to be Major, vice Alexander Fraser, who retires upon h.-p. Unatt., receiving the difference.

34th—Bontoy Rooper, Gent. to be Ensign, by pur., vice Judge, who retires.

37th—Gent. Cadet William Hamilton, from the Royal Mil. Col. to be Ensign, without pur.

46th—Lieut. William Lacy to be Adjutant, vice Campbell, who resigns the Adjutancy only.

76th—Major George Henry Dansey, from the h.-p. Unatt. to be Major, paying the difference, vice Hutchinson, appointed to the 20th Foot.

Brevet—Major George Henry Dansey, of the 76th Foot, to be Lieut. Col. in the Army.

## BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

Dec. 23rd, 1836, at Glasgow, the Lady of Lieut. H. Price, R.N., of a daughter.

April 27th, at Witley Court, Devon, the Lady of Captain T. R. Baker, Royal Fusiliers, of a daughter.

May 2nd, at Fort Twiss, Hythe, the Lady of Lieut. H. N. Atkinson, R.N., of a daughter, who died a few hours after.

At Lochgarry House, the Lady of Colonel McDonald, C.B., of Dalrosnie, 92nd Highlanders of a son.

May 10th, at Wells, Norfolk, the Lady of Lieut. Westbrook, R.N., of a son.

May 13th, the Lady of Dr. Charles Inches, R.N., of a son.

At Weedon Barracks, Daventry, the Lady of W. L. O'Halloran, 38th Regt., of a daughter.

At Carlisle, the Lady of Major Berkeley St. John, 52nd Regt., of a daughter.

May 14th, at Montenotte, Cork, the Lady of Capt. Connel, R.N., of a son.

May 17th, at Lincoln, the Lady of Lieut. H. D. Williams, 54th Regt., of a daughter.

May 20th, at Guernsey, the Lady of Capt. Slade, R.A., of a son.

## MARRIAGES.

At Bengal, Captain Charles Powyss, 16th Lancers, to Mary Lydia, only daughter of the late Lieut. Wm. Scott Kennedy, 6th Regt. Native Infantry.

Capt. H. D. Parker, R.N., to Josephine Maria, eldest daughter of Capt. R. L. Hornbrook, R.M.

May 2, Lieut. C. Thurtell, R.N., to A. Augusta, daughter of J. Morgan, Esq., Surgeon, R.N.

May 9th, at St. George's, Bloomsbury, Lieut. E. H. M. Kelly, 29th Regt., second son of Major Kelly, late of the 23rd Light Dragoons, to Frances Georgiana, only child of the late Capt. Hunt, 26th Regt.

May 11th, at Budock, Lieut. John M. Montgomery, 49th Regt. to Jane, daughter of the late Lieut. John Moore, R.N., Commander of H.M. Packet, Delight.

At St Leonards, Cornet J. C. R. Wignelin, 16th Lancers, to Isabella, daughter of R. Sympton, Esq.

## DEATHS.

Sept. 5th, at his cottage, Frindsbury, George Wetherall, Esq., aged 73 years, late of His Majesty's Dock Yard, Chatham.

Sept. 23rd, near Mussoorie, Bengal, Lieut. Lavoine, 3rd Foot.

Oct. 3rd, Lieut. Quintin, h.p. Hompesch's Mounted Riflemen.

Oct. 7th, at Chinsurah, Bengal, Lieut. Calder, 9th Foot.

At New South Wales, Lieut. Wild, h.p. 48th Regt.

Nov. 26th, at Bangalote, Madras, Major Taylor, 15th Light Dragoons.

Dec. 4th, Lieut. Hazen, h.p. 41st Regt.

Dec. 17th, at Caylon, Apothecary Titterton

Dec. 21st, at Glasgow, John Peall, eldest son of Lieut. H. Price, R.N.

Jan. 2nd, Capt. Roper, h.p. 4th Foot.

Jan. 13th, at Danquerque, Lieut.-Col. Seale, h.p. 106th Regt.

Jan. 19th, at Bath, Purveyor Robertson, h.p.

Jan. 26th, Lieut. Rattray, h.p. Waller's Corps.

Feb. 22nd, Ensign Armstrong, h.p. 2nd Gair. Bat.

Feb. 22nd, at Smyrna, Lieut. Allen, R.E.

Lieut. Neame, h.p. R.M.

Feb., on passage home from the Cape of Good Hope, Capt. Vernon, 98th Regt.

March 1st, Lieut. J. Bell, late of Inv.

March 3rd, at Quebec, Assist.-Com.-Gen. J. Coffin, h.p.

March 6th, Capt. G. Kettlewell, Unat.

March 7th, at Malta, Capt. Grant, Paymaster 59th Regt.

March 19th, Paymaster Ritchie, h.p. 10th West India Regt.

March 24th, at the Isle of Man, Ensign Mann, h.p. 43rd Regt.

March 24th, Dept. Insp.-Gen. of Hospitals, W. D. Thomas, h.p.

March 28th, at Warwick, Lieut. Phillips, late 11th R.V.B.

Major-General Poyntz, late 1st Life Guards.

Colonel Kelly, C.B., h.p. 73rd Regt.

Capt. Oliver de Lancy, Unat.

At Abergavenny, General Kinsey, East India Comp. Service

April 8th, Capt. Kempster, h.p. R.M.

April 9th, at Edinburgh, Gen. D. Campbell, Colonel 91st Regt.

April 9th, at Woolwich, Chaplain Rev. S. Watson, D.D., Royal Art.

April 10th, at Chelsea, Ensign E. Smith, h.p. Indep.

April 13th, at Tonbridge Wells, Assist.-Com.-Gen. Wilgrass, h.p.

At Windsor, Dep.-Assist. Com.-General J. Cooper, h.p.

Capt. Graham, h.p. R.M.

Capt. Holloran, h.p. R.M.

Capt. Vyner, h.p. 56th Regt.

Lieut. Green, late R.M.

Lieut. Horne, h.p. R.M.

Lieut. Horton, h.p. R.M.

April 19th, at Dieppe, Lieut. Daniel Harrington, R.N., an old follower of Lord Nelson, in whose ship he served at the battle of Trafalgar. He had been at the taking of 28 sail of the line, besides frigates, &c., and was in up-

wards of 30 engagements, being several times severely wounded. He was the officer who for six hours was in the shrouds of the Victory, after battle, endeavouring to secure the topmast, at the imminent risk of his life, and which was at last happily effected.

April 22nd, Lieut. Quin, Royal Horse Guards.

April 22nd, at Woolwich, Assist.-Surgeon Turner, R.A.

April 22nd, at the Asylum, Plympton, near Plymouth, Lieut. J. H. Servante, R.N.

At Leeds, Col. James Cassidy, late Lieut.-Col. 31st Regt.

At Hoop Cove, near Berry-head, Lieut. H. P. Law, R.N.

At Boulogne, Assist.-Com. Gen. S. Cumming,

In Hamoaze, on board H.M.S. Medway, Lieut. James Derrinan, R.N.

April 26th, at Ross, Herefordshire, Capt. J. Caulfield, R.N.

Lieut. John Aslet, R.M.

Lieut. John Moore (b.) H.M's. Packet Delight, Near Helstone, Cornwall, Commander S. Kempthorne, R.N.

At Perth, P. Blair, Esq., retired Surgeon, R.N.

April 28th, in London, after a lingering illness, Thomas Small, Esq., Paymaster of the North British District, the duties of which appointment he ably discharged for the last 11 years. He previously served as Paymaster of the 2nd Bat. King's German Legion, and 1st and 5th Royal Vet. Batts., and had the good fortune of enjoying through life the esteem and respect of all who knew him. His premature death will long be a subject of deep regret to an extensive circle of acquaintances, who have lost in him a true and warm-hearted friend, and the public an honourable and upright servant.

April 29th, Lieut. Novosielski, R.N.

At Shanklin Parsonage, Isle of Wight, Ens. W. A. Christian, 37th Regt., in his 21st year.

May 6th, at Cork, Lieut. West, 12th Regt.

At Ballymahon, Capt. R. Graham, h.p. 37th Regt.

At Dover, Retired Commander John Roberts, R.N.

Lieut.-Col. Fredk. Evelyn, late of the 2nd Life Guards.

At Southsea, Commander Thomas Dutton, R.N.

At Fisherton Asylum, Lieut. Thomas Phelps, R.N.

At Holywood, Antrim, Lieut. G. H. Saratt, R.N.

At Edinburgh, Capt. R. H. Barclay, R.N.

At Bath, aged 82, Lieut. General W. Neville Cameron, East India Company's Service.

At Cloyne, Assist.-Surgeon James O'Connor, R.N.

At Burrow, near Omagh, Lieut. Wm. Henry Maxwell, h.p. 72nd Regt.

At Woolwich, Lieut. P. R. Wright, R.E., eldest son of Major-Gen. Wright of the same Corps. A young officer of great promise.

May 12th, at Walcot, Retired Commander W. Chivers, R.N.

May 14th, at Redheath House, Herts, Major J. C. Brooke, late 3rd Dragoon Guards.

May 19th, at Chelsea Hospital, Gen. the Hon. Sir Alexander Hope, G.C.B., Lieut.-Governor of that Institution, and Colonel of the 14th Foot.

The following is a brief abstract of the services of the late Lieutenant Shore, of the 14th Regiment, who was lost in the Clarendon, 11th October, 1836, and whose fate, with that of his amiable consort and family, excited the sympathy and commiseration of all who heard of the calamitous event which consigned them to eternity. To their relations and friends their melancholy loss will ever cause the deepest



sorrow. The writer of this had the happiness to know Shore long, and had many opportunities of appreciating his valuable qualities: and in performing the present duty, for such he considers it, he begs to state that he derives his information from an excellent memoir of Shore, written by Captain Sir D. Eiskine, who was one of his friends and patrons while he was a boy at the Royal Military College, Marlow.

It appears from this memoir that Shore joined the Military College, on the officers' sons' establishment, in 1805, being then about thirteen years of age. His father was an officer in a regiment of cavalry.

On leaving the College in 1809, he joined the East Middlesex Regiment, commanded by Col. Wood, at that time considered one of the best officers in the Service. Shore was shortly after Gazetted an Ensign in the 74th Regt. as a reward for his superiority in study at the Royal Military College.

The 74th bore a distinguished part in the Peninsular war, as it had before in the arduous campaign under the Duke of Wellington in India. Shore, with that gallant Regiment, shared in the honours of Fuentes d'Onore, Badajoz, Salamanca, Vittoria, &c., and not without the more honourable distinction of wounds: his name will be found in the Gazettes of the battles of Vittoria, Orlhes, &c., among the severely wounded.

At the close of the war Lieut. Shore returned home and was placed on half pay. In the year 1827-8, the Duke of Wellington, being Commander-in-Chief, he was called on to state whether he was willing to serve—hesitation formed no part of Shore's character, particularly when duty was in question, and he was immediately put on the effective strength of the 84th

Regiment, the depot companies of which he joined in Jersey.

Some time after, at the recommendation of General Sir Colin Campbell, he exchanged to the 14th Foot, as Lieutenant and Adjutant, for the purpose of redrilling that Regiment, lately returned from India. This was an arduous task, but he readily undertook and performed it well, as the commendation he received from his Colonel, and the General Officers who inspected the regiment, will amply testify. In fact every one who knew him intimately will allow that he possessed a thorough knowledge of the minutiae of discipline, with a well-grounded acquaintance with the higher branches of military science.

In 1833 his regiment was ordered from Ireland to the West Indies, and was stationed at Barbadoes. Shortly after his arrival there he was seized with the fever, which seldom fails to attack new comers, and a medical committee directed his immediate return to England as the only means of saving his life. He accordingly took his passage in that ill-fated ship the *Clarendon*.

That the present noble and distinguished Commander-in-Chief had a high opinion of his merits and services the writer has the happiness to know—and, had he lived, there can be no doubt but that he would have obtained what he so earnestly desired, a Company in one of his favourite Regiments, the 14th, 74th, or 84th.

In conclusion the writer can say, without the slightest exaggeration, that Shore was considered an ornament to his profession and to society. That he united to a mild and gentle disposition, a high sense of honour, the most polished manners, and the most determined bravery.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| APRIL,<br>1837. | Six's Thermometer. |                    | At 3 P. M.        |                     |                   | Pluvi-<br>meter<br>Inches | Evapora-<br>tor<br>Inches. | Winds at 3 P. M.            |
|-----------------|--------------------|--------------------|-------------------|---------------------|-------------------|---------------------------|----------------------------|-----------------------------|
|                 | Maxim.<br>Degrees. | Minim.<br>Degrees. | Barom.<br>Inches. | Thermo-<br>Degrees. | Hygrom-<br>Facts. |                           |                            |                             |
| 1               | 46.2               | 36.8               | 29.90             | 44.2                | 592               | —                         | .052                       | N.W. fr. breeze, var. day   |
| 2               | 44.2               | 35.4               | 29.90             | 41.2                | 594               | —                         | .043                       | N.W. light airs, fine day   |
| 3               | 45.3               | 38.4               | 29.47             | 43.5                | 780               | .015                      | .055                       | W.N.W. brisk gale, var.     |
| 4               | 47.3               | 36.5               | 29.72             | 42.3                | 598               | —                         | .030                       | N.E. fr. br. cloudy day     |
| 5               | 42.3               | 37.0               | 29.78             | 41.0                | 601               | —                         | .040                       | N.N.E. str. br. cloudy d.   |
| 6               | 44.4               | 34.5               | 29.95             | 43.9                | 595               | —                         | .056                       | N. light airs, variable     |
| 7               | 44.3               | 36.2               | 30.17             | 41.5                | 601               | .012                      | .046                       | N.E. str. wds. very var.    |
| 8               | 44.5               | 36.2               | 30.35             | 44.5                | 569               | —                         | .040                       | N.N.E. fr. br. beautif. d.  |
| 9               | 44.7               | 35.0               | 30.27             | 39.8                | 524               | —                         | .040                       | N. hard gale, occas. sno    |
| 10              | 39.9               | 33.5               | 29.93             | 38.5                | 517               | .060                      | frozen.                    | N.N.E. lt. airs very var.   |
| 11              | 39.8               | 31.2               | 29.65             | 39.5                | 546               | .015                      | —                          | S. calm, variable           |
| 12              | 39.8               | 32.8               | 29.75             | 39.7                | 562               | —                         | —                          | E. fr. br. very variable    |
| 13              | 38.6               | 33.0               | 29.90             | 38.6                | 580               | —                         | —                          | N.N.E. var. clou. throug    |
| 14              | 42.6               | 35.9               | 29.87             | 42.5                | 577               | —                         | .080                       | N.E. light airs, cloudy     |
| 15              | 47.2               | 37.0               | 29.60             | 47.2                | 532               | —                         | .082                       | S.S.E. calm, magnif. day    |
| 16              | 47.5               | 39.4               | 29.47             | 39.5                | 555               | —                         | .064                       | N.W. str. br. contin. sleet |
| 17              | 41.5               | 36.6               | 29.78             | 41.5                | 577               | —                         | .050                       | N. hard gale, threatening   |
| 18              | 42.0               | 38.1               | 29.97             | 41.0                | 661               | .121                      | .050                       | N. lt. airs, overcast       |
| 19              | 47.8               | 40.4               | 29.93             | 47.7                | 665               | —                         | .056                       | S.E. calm, beautiful day    |
| 20              | 47.6               | 41.0               | 29.82             | 47.6                | 662               | .015                      | .060                       | S. light airs, cloudy       |
| 21              | 48.8               | 38.5               | 29.70             | 42.5                | 655               | .219                      | .060                       | E.S.E. fr. br. raining fast |
| 22              | 46.3               | 40.3               | 29.61             | 46.3                | 634               | —                         | .060                       | N.W. fr. breeze, cloudy d.  |
| 23              | 46.2               | 41.1               | 29.64             | 42.3                | 671               | .505                      | .058                       | W.S.W. lt. br. contin. rain |
| 24              | 47.2               | 41.1               | 29.76             | 46.9                | 662               | —                         | .062                       | S.W. lt. airs, variable     |
| 25              | 49.5               | 41.3               | 29.91             | 49.5                | 636               | —                         | .078                       | S.W. fr. br. very variable  |
| 26              | 51.3               | 46.4               | 29.85             | 54.3                | 621               | .357                      | .090                       | W.S.W. str. br. beaut. d.   |
| 27              | 54.9               | 46.0               | 29.78             | 50.5                | 606               | .052                      | .096                       | W. nearly calm, very ch.    |
| 28              | 50.0               | 44.2               | 29.67             | 49.8                | 614               | —                         | .094                       | S.W. fine afternoon         |
| 29              | 50.9               | 47.0               | 29.38             | 49.2                | 715               | .134                      | .100                       | S.S.W. cloudy, lt. show.    |
| 30              | 53.0               | 47.4               | 29.50             | 53.0                | 628               | .363                      | .092                       | S.W. hard gale, fine day    |



THE STANDING ARMY OF GREAT BRITAIN IN ANCIENT AND  
MODERN TIMES.

Nothing militates so strongly against that improvement in the condition and prospects of our profession, for which we have long and zealously contended, as the hostility of feeling so generally manifested by our countrymen against the employment of a standing army during peace—a feeling which can only have originated in a culpable ignorance of the duties which that Army has to perform in the defence of our immense colonial empire, or a wilful apathy to the sufferings, both moral and physical, which that course of service entails on those who have to encounter it.

So long as the spirit-stirring events of active warfare served to blazon the gallant deeds of our brethren in arms, and the devastation which overspread the neighbouring continent taught even the sternest of our economists to set a just value on the men by whom their property was preserved from rapine, and their hearths from pollution, the Army had no reason to complain either of an undue limitation in its numbers, or parsimony in its rewards; but since the clash of hostile arms has ceased to reach our shores, our countrymen have become but too apt to regard their former defenders with an eye of jealousy and distrust, and in a spirit of ill-judged economy year after year repeat the question—"Why have we an Army of such magnitude during a period of profound peace?"

Were such a question put merely by the unlettered mass of the community, we should have deemed it scarce worthy of reply; but when we find it gravely repeated by members of our Legislature, even at a time when the soldier's exile from his native land has become almost perpetual, and his sufferings from climate have shortened the span of military life to a third of the space usually allotted to man, we feel called on to devote a small portion of our space and time to an explanation which otherwise we should have deemed it quite supererogatory to enter upon.

The standing Army of Great Britain, as we shall hereafter have occasion to show, has been equally a source of, and has emanated from, the unparalleled commercial prosperity of the nation. It is maintained, not for the vain-glorious pomp and show of idle military parade, which at present forms the most arduous service of continental armies, but to protect the lives and liberties of British subjects in our numerous colonies abroad, where it is so scattered over the face of the globe, that from the remotest corner of the East even to the furthest verge of the western horizon, there is scarce a spot favourable to the commercial interests of our nation in which the British merchant is not certain of finding protection under the national flag, and a ready shelter in the barracks of his countrymen.

Those who are loudest in their railings against a standing Army, have little idea that the class of men whom they regard as an incubus on the resources of the country, are, at an expense of life and health, which it is appalling to contemplate, garrisoning and protecting colonies in the most distant quarters of the world merely to serve as ready

marts for those manufactures which have raised Britain to the zenith of her power ; thus performing a part of no less importance to the commercial and manufacturing interests of the country than the industrious citizen who toils at the counter, the loom, or the anvil.

Instead, then, of regarding the standing Army as a species of constitutional nuisance, and every increase which circumstances render necessary as another step in the march of despotism, if our countrymen would only shut their ears to the declamation of demagogues, and open their eyes to the contemplation of facts, they would find that the present large amount of the standing Army has been a natural consequence of the growing prosperity of the nation. Let any sudden disaster snatch from us a half of our colonies, and our standing Army would forthwith be reduced in a corresponding proportion ; but we question whether that reduction obtained by such a sacrifice would afford much ground for congratulation even to those who at present deprecate the maintenance of that force by which alone these colonies can be secured to the British Crown.

That we overrate not the importance of the colonies as marts for our manufactures, must be sufficiently obvious to such of our readers as are in the habit of perusing the official table of exports from this country, where they will find, that to our North American colonies, alone, more British goods are exported annually than to all Russia, Denmark, Sweden, and Prussia. The rising colony of New South Wales absorbs nearly as much as all France ; the East and West Indies not less than all Germany, Holland, and Belgium. To Gibraltar, alone, is exported more than to all the rest of Spain. To the West Coast of Africa and Cape of Good Hope more than to Portugal ; and to all our foreign colonies together, nearly as much as to the whole of continental Europe.\*

With these facts before the people of England, certified by official documents, will they listen for a moment to the insane ravings of some political economists who would persuade them the colonies are of no value, and that these gems in the British Crown—purchased by the blood, maintained by the sufferings of their Army—are kept up for no other purpose than to furnish a field of corrupt patronage to those in power ?

Of late years, in particular, is the importance of our colonies beginning to manifest itself. Now, more than ever, should Britons acknowledge their worth, and honour with their gratitude the men by whose exile and whose sufferings their possession is secured. Our commercial relations with the states of the continent are daily becoming more and more circumscribed. The growing jealousy of our commercial prosperity, and a desire to foster the rising manufactures of their own country, are each successive year closing some of the avenues by which our goods were formerly dispersed over the states of Europe. France, turning a deaf ear to free trade theories, loads our goods with duties and restrictions equivalent to a prohibition ; Portugal, in return for the torrents of blood and millions of treasure lavished in her behalf, enacts a similar part ; while from the northern portion of Europe our manufactures are almost entirely excluded. This evil, instead of diminishing, must gradually increase, as the continuance of peace leads the capitalists

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\* See Tables of Exports, in M'Culloch's Statistics of Great Britain.

of continental nations to manufacture for their own consumption ; and that new world called into existence by Mr. Canning, from which such great commercial expectations were entertained, seems to have been of no further service than ridding our money-market of the plethora under which it then laboured. It is to her colonies, therefore, that Britain must now begin to look for the consumption of her manufactures ; their growing wants are already affording new sources of employment to millions of her population. Through these channels her goods are dispersed over the remotest corners of the earth ; and when Europe, in churlish selfishness, excludes our productions from her ports, we shall find the other three quarters of the globe ready to compensate us for the loss.

If our colonies, then, are of so much importance, how can they be preserved to the British Crown but by a standing Army ? Till the committee for promoting universal peace convert to their doctrines the Caffres, the Ashantees, the Negroes, the Cingalese, the Burmese, and the thousand other tribes of our eastern and western empire, independent of sundry very refractory subjects in our northern colonies, we presume it is vain to expect our dominion to be maintained otherwise than it has been gained—by force of arms. . . .

For this purpose it is necessary, not only that there should be garrisons for these colonies, but that there should also be a force kept up at home to relieve these garrisons occasionally, otherwise enlistment in the British Army would be equivalent to a sentence of perpetual banishment, alike detrimental to the constitutions, discipline, and moral energies of the troops. It has, therefore, been deemed expedient that the period of service should be regulated as nearly as possible in the proportion of five years at home to ten abroad ; though of late, owing to the reduced state of our Army, and the increasing extent of our colonies, that relief has not been practicable.

The necessity of keeping up this force for reliefs is one of the principal causes of the present extent of the standing Army in this country—a cause which never can be removed so long as Britain has such an immense empire to defend. Without taking colonial corps into account, we may state the number of troops of the line constantly serving abroad at 50,000 ; to afford these the requisite reliefs there should always be 25,000 at home ; but at present the number is under 20,000, and these, be it observed, must be kept up whether the state of Britain, of Ireland, or of Europe, requires it or not. The unruly propensities of the inhabitants of the sister isle, have often been alleged as the reason for our standing Army being retained at its present amount ; but though this may be the case with regard to the Household Troops and Cavalry, it can have no influence on the numbers of the Line. If they are not required in Ireland, they must be kept up in England or Scotland, ready to take their tour of foreign service when regiments abroad require to be relieved ; and were the Arch-Agitator to slumber with his forefathers, or the long-expected Millennium to commence in the kingdom to-morrow, still the numbers of the standing Army could not be reduced without converting service in the Line into a species of banishment infinitely more severe than that which falls to the lot of the most degraded convict.



These remarks, it will be observed, bear no reference to that limited portion of our Army which comprises the Household Troops and Cavalry—the former of whom never serve abroad except during war, the latter only furnish four regiments for service in the East Indies. These together amount only to 10,000 men—a very limited number, certainly, when we consider that they, in fact, constitute the only standing Army of the kingdom; the troops of the Line being, during peace, nothing more than a species of colonial police permitted every ten or twenty years the indulgence of revisiting their native land to recruit and invigorate their constitution for a fresh course of service.

Whether that portion of our Army which is thus kept up solely for the preservation of peace within the kingdom, is more than sufficient for the purpose, it is not our present intention to discuss. Those who are inclined to maintain the affirmative, must recollect that the three regiments of Foot Guards constitute the principal, we might say, the only, force of infantry within the kingdom, available on any emergency for immediate service on the continent. Were these reduced, and a sudden demand to arise even for a very limited body of troops for military operations, they could not be supplied without having recourse to regiments just returned from the colonies, and which being for the most part composed of men broken in constitution by that course of service, would be but ill calculated immediately to undertake the fatigues of a campaign. The *depôt* companies, which constitute the principal force of the Line within the kingdom, would be still less adapted for that purpose, being mostly composed of raw and undrilled recruits; so that if the Guards were not always available, no troops could be had till some additional corps were raised, however pressing might be the emergency.

Were not a proper force of Cavalry maintained, what could be done in the event of another war? Infantry can speedily be raised and brought into the field, but the formation of a Cavalry corps is the labour of years; and if that labour is to be undertaken only when an emergency calls for it, it is pretty obvious, however prejudicial it might be to the interests or the glory of Britain, that emergency would most likely have passed away long ere the newly-raised Cavalry could be brought into the field. The same argument applies with still greater force to the Artillery and Engineers, for which, being scientific branches of the profession, recruits require even a longer period of training. These corps also share to a limited extent in the same duties of colonial service as the Line; and, therefore, on both grounds, is there an urgent necessity for a sufficient number being kept always on foot to meet the demands which may arise for their services. "

We have thus endeavoured to point out the necessity for a standing Army, and the nature of the duties exacted from it in time of peace—not because we suppose our military readers require to be convinced on that head, but because the subject is so often made the theme of declamation by political demagogues, both in and out of Parliament, that we deem it but justice to our profession to take every opportunity of counteracting the erroneous impressions in regard to the services of the Army by which the public has been so long biassed, and which has led too many to estimate the nature of the soldier's duty and suffer-

ings abroad, by the life of comparative ease and comfort which they observe him to enjoy during the few years he is allowed to remain at home.

Having devoted these introductory pages to an explanation of the reasons why so large a standing Army is kept up in time of peace, and to show the important part it performs in aid of the commercial and manufacturing interests of the nation, we shall next proceed to trace the gradual increase of that Army from the earliest periods to the present day, as well as the circumstances which rendered each increase necessary.

It is a very common error to suppose that, prior to 1688, there was no standing Army in this country, whereas, so far back as the records extend, we can show that there was always a considerable force kept on foot by our Sovereigns, even in time of peace, and which certainly was not the less a standing Army because it was paid out of the personal revenues of the Crown or occasional subsidies granted by Parliament, without the formality of Army Estimates. During the 200 years the British held Calais and its dependencies on the French coast, a very considerable garrison was kept up for its defence whether in peace or war. There was a large force, too, always stationed at Berwick and Carlisle, for the protection of the Border Marches. In the pages of our early historians we also find frequent allusion made to the royal fortresses and castles in various parts of the kingdom; and from the importance attached to their possession, it may readily be supposed that these keys of our realm could not be left without some troops to protect them from dilapidation or surprise. The Tower of London, and that metropolis, too, must always have had a garrison of considerable strength; so that if we add together the following estimate of the whole force thus employed, we shall find that instead of there being no standing Army in time of peace, the troops constantly kept up for all these purposes were, in comparison with the limited population of the country, little short of the proportion at present quartered in Great Britain.

In the Cottonian MS. may be seen an indenture between Henry VI. and the Duke of Gloucester, constituting the latter Governor of Calais, by which he was bound to keep up, *in time of peace*, for the guard and safety of that town—

|            |   |   |     |
|------------|---|---|-----|
| Gensdarmes | . | . | 260 |
| Archers    | . | . | 200 |
| Balashers  | . | . | 40  |
| Carpenters | . | . | 20  |
| Masons     | . | . | 15  |
| Total      |   |   | 535 |

besides artillerymen, officers, cannon, and powder sufficient for the guard of the same, at the King's cost.

The garrison of the castles of Ham and Guisnes, which remained in possession of the British till the surrender of Calais, was also fixed at twelve men-at-arms and thirty archers for the former, and fifty men-at-arms and five archers for the latter, making a total for these fortresses, exclusive of artillery, of about 650 men.

This number seems never to have been materially reduced in later years, and the expenses thus incurred proved a very heavy burden to

the British Crown, till the re-capture of Calais by the French in the latter part of Queen Mary's reign.

The defence of the Scottish border was generally provided for by indenture with some of the principal noblemen of the day, who, for a specified sum, agreed to keep up the number of troops requisite for that purpose. One of these indentures entered into between Henry VI and the Earl of Salisbury is still extant in the Cottonian MS., which stipulates that the earl is to receive annually, for keeping the castle and city of Carlisle and west marches towards Scotland, 2500*l.* in time of war, and 1250*l.* in time of peace, and for keeping the town of Berwick and east marches, 5000*l.* in time of war, and 2500*l.* in time of peace, the King furnishing cannon, arms, ammunition, and the necessary repairs of fortresses.

This sum of 4000*l.* for the two fortresses in time of peace, according to the rate of pay at that time, which on the borders was only about fourpence a-day, would have been sufficient for a garrison of from 600 to 700 men. The force kept up in later years was considerably greater, as we find in some old Parliamentary documents of the reign of Queen Elizabeth the numbers and annual pay of the garrisons in the marches stated as under :—

| Carlisle Citadel.     |   |          |          |
|-----------------------|---|----------|----------|
| Captain               | . | £36 10 0 |          |
| 6 Gunners             | . | 54 15 0  |          |
| 8 Footmen             | . | 73 0 0   |          |
|                       |   |          | 164 5 0  |
| Tinnmouth.            |   |          |          |
| Captain Master-Gunner | . | 18 5 0   |          |
| 6 Gunners             | . | 54 5 0   |          |
|                       |   |          | 72 10 0  |
| East Mid Marches.     |   |          |          |
| Warden                | . | 333 6 8  |          |
| 2 Deputies            | . | 20 0 0   |          |
| 2 Warden Serjeants    | . | 10 0 0   |          |
|                       |   |          | 393 6 8  |
| West Border Marches.  |   |          |          |
| Captain               | . | 66 13 4  |          |
| 40 Men                | . | 266 13 4 |          |
| Marshal and Men       | . | 185 6 8  |          |
| Treasurer             | . | 10 0 0   |          |
| 16 Men                | . | 172 13 4 |          |
| Porter                | . | 20 0 0   |          |
| 20 Men                | . | 104 0 0  |          |
| Master of Ordnance    | . | 20 0 0   |          |
| Chamberlain           | . | 20 0 0   |          |
| Major                 | . | 20 0 0   |          |
| Customer              | . | 20 0 0   |          |
| Comptroller           | . | 5 0 0    |          |
| Carpenter             | . | 19 0 0   |          |
| Mason                 | . | 12 3 4   |          |
|                       |   |          | 931 10 0 |
| Berwick.              |   |          |          |
| Governor              | . | 666 13 4 |          |
| Warden                | . | 424 0 0  |          |
| Marshal               | . | 260 0 0  |          |
| Treasurer             | . | 200 0 0  |          |
| General Porter        | . | 184 13 4 |          |
| Chamberlain           | . | 94 13 4  |          |
| Master of Ordnance    | . | 146 0 0  |          |
| Comptroller           | . | 64 0 0   |          |



|                                   |       |    |           |
|-----------------------------------|-------|----|-----------|
| Master and other Officers attend- |       |    |           |
| ing Governor . . .                | 54    | 0  | 0         |
| 8 Constables . . .                | 120   | 13 | 4         |
| 80 Horse . . .                    | 1020  | 0  | 0         |
| 42 Foot . . .                     | 287   | 17 | 6         |
| 28 Gunners . . .                  | 284   | 0  | 0         |
| 2 Clerks of Watch . . .           | 73    | 15 | 4         |
| 1 Trumpeter . . .                 |       |    |           |
| 2 Surgeons . . .                  |       |    |           |
| 2 Pensioners . . .                | 40    | 0  | 0         |
| 8 Captains, Officers, and Gun-    |       |    |           |
| ners, 500 in all . . .            | 5904  | 11 | 8         |
| 42 Gunners . . .                  | 580   | 0  | 0         |
| 2 Serjeants . . .                 | 36    | 0  | 0         |
| 57 Pensioners . . .               | 1163  | 10 | 0         |
| 2 do. . .                         | 29    | 13 | 4         |
| Preacher . . .                    | 50    | 0  | 0         |
| Supply of Garrison . . .          | 78    | 0  | 0         |
| Artificers, Ordnance, &c. &c.     | 2,998 | 19 | 2         |
|                                   |       |    | 14,760 18 |

The total force of these garrisons in that reign was thus little short of 1000 men of all arms; and it appears to have continued at that amount till the accession of James I., when all the troops, except two companies, were withdrawn, and employed in garrisoning the castles of Edinburgh, Stirling, and Dumbarton.

Of the force kept up in ancient times for the defence of the Tower and care of the metropolis we have only been able to collect the following particulars.

The annual expense of the ordnance department for the defence of the Tower during the reigns of Edward I., II., and III., even when the use of artillery was comparatively rare, is stated in the Harleian MS. to have been as follows:—

|  |      |    |           |
|--|------|----|-----------|
| Master of the Ordnance . . .   | £151 | 11 | 8         |
| Lieutenant of do. 100 merks per annum . . .                                | 33   | 6  | 8         |
| Surveyor . . .   | 36   | 0  | 0         |
| Clerk's fee . . .  | 12   | 13 | 4         |
| And the room of a gentleman, at 12 <i>d.</i> a-day . . .                   | 18   | 5  | 0         |
| The Yeoman, 9 <i>d.</i> 12 <i>s.</i> 6 <i>d.</i> , and room as above . . . | 18   | 5  | 0         |
| The Master-Gunner . . .  | 18   | 5  | 0         |
| The Gonnestone-maker, 6 <i>d.</i> a-day . . .                              | 9    | 2  | 6         |
| The Saltpetre maker . . .  | 9    | 2  | 6         |
| 2 Gonne-founders, five to each 4 <i>d.</i> a-day, and room of              |      |    |           |
| a gentleman . . .  | 18   | 5  | 0         |
| Gonne Smith . . .  | 9    | 2  | 6         |
| Engineer-Artificer, 1 <i>d.</i> . . .                                      | 6    | 1  | 8         |
| Master-Carpenter, 8 <i>d.</i> . . .  | 12   | 13 | 4         |
| Gunners, 20 at 12 <i>d.</i> a-day . . .                                    | 2703 | 15 | 0         |
| „ 12 at 8 <i>d.</i> „ . . .  | 166  | 0  | 0         |
| „ 80 at 6 <i>d.</i> „ . . .  | 730  | 0  | 0         |
| „ 2 at 4 <i>d.</i> „ . . .   | 12   | 13 | 4         |
|  |      |    | £1499 2 6 |

Making in all 126 persons belonging to this department alone; and we may safely conclude that in after years, when the use of artillery became more common, it was very materially increased, especially as we find in Queen Elizabeth's time that there were no less than 500 gunners employed in Berwick alone.

The protection of the metropolis in time of peace appears to have been principally intrusted to various bodies of troops kept up by each

of the official dignitaries of the Crown for carrying their orders into effect. These, with the band of pensioners, gentlemen-at-arms, and yeomen of the guard, more immediately in attendance on the Royal person, were designated "the Household Bands."

The precise number of which these may have been composed in earlier periods we have no means of ascertaining; but we find it stated by Stowe, the historian, that in May, 1552 (a period of general peace), Edward VI. reviewed his household bands in Greenwich-park, all under their commanders, and displaying their respective banners, some of which will appear rather strange in the present day, being as follows:—

| Banners.  | No. of Men<br>at Arms. | Commanders.                 |
|---|------------------------|-----------------------------|
| King's . . . . .  | 250                    | Captain of Pensioners.      |
| This included 50 pensioners,<br>50 archers' attendants, 50<br>demilances' do, 100 gentle-<br>men-at-arms. |                        |                             |
| White Lion and Ragged Staff   | 150                    | Master of the Household.    |
| Unicorn . . . . .   | 100                    | Suffolk.                    |
| Falcon . . . . .  | 100                    | Lord High Treasurer.        |
| Maiden head . . . . .   | 100                    | Lord High Chamberlain.      |
| Goat . . . . .  | 100                    | Lord Privy Seal.            |
| White Lion . . . . .  | 50                     | Master of the Horse.        |
| Black Bull's Head . . . . .   | 50                     | Huntingdon.                 |
| Peacock . . . . .   | 50                     | Ratland                     |
| Green Dragon . . . . .  | 150                    | Captain-General.            |
| Maiden's Body . . . . .   | 50                     | Captain of Yeomen of Guard. |
| Anchor . . . . .  | 50                     | Lord High Admiral.          |
| Saracen's Head . . . . .  | 50                     | Lieutenant General.         |
| Rose and Sunbeams . . . . .   | 100                    | Warden of Cinque Ports.     |
| Total . . . . .   | 1350                   |                             |

Thus there was a force of 1350 men kept up in the metropolis alone, even during a period of general peace; and we may safely conclude, in the more warlike ages which preceded it, that force was still greater; yet this standing force seems to have been entirely lost sight of in the previous estimates of the Standing Army, from their having been paid by the official dignitaries who commanded them, and not out of the royal treasury.\*

During the early period to which we are at present referring there was also a body of troops kept up as marines, in the different sea-port towns, ready to be embarked as occasion required. In the royal expenditure so far back as the reign of Henry IV. (1415), we find the following charges during peace:—"For keeping of the sea, 50 men-at-arms, at 1s. a-day, and 150 archers at 6d." These numbers appear to have been considerably increased in subsequent years; for in the reign of Henry VIII. (anno 1516) we find the number of soldiers to be employed in the King's ships stated at 341 in summer, and 418 in winter.

We have as yet taken no notice of the force kept up as garrisons for the small fortresses throughout the kingdom. The only account we possess of these is dated in the commencement of Queen Elizabeth's reign, and the small number employed must have been intended not so

\* The employment of these troops in the duties of the metropolis accounts for the reference we often find in old Memoirs to my Lord Privy Seal's Men, my Lord Chamberlain's Men, &c.

much for the purpose of defence as to preserve the buildings from dilapidation and injury. They were as follows :—

|                                      | Captains. | Under<br>Captains,<br>or Lieu-<br>tenants | Porters.  | Gunnrs.    | Soldiers.  | Total.     |
|--------------------------------------|-----------|---|-----------|------------|------------|------------|
| <b>Kent,—</b>                        |           |   |           |            |            |            |
| Higham Bulwark . . . .               | 1         | ..  | 1         | 4          | 2          | 8          |
| Milton Bulwark . . . .               | 1         | ..  | 1         | 4          | 2          | 8          |
| Gravesend . . . .                    | 1         | ..  | 1         | 5          | 2          | 9          |
| Sandhill . . . .                     | 2         | ..  | 2         | 10         | 8          | 22         |
| Turf Bulwark . . . .                 | 1         | ..  | ..        | 2          | 2          | 5          |
| Sandown Castle . . . .               | 1         | 1   | 2         | 8          | 5          | 17         |
| Little Turf Bulwark . . . .          | ..        | ..  | ..        | 1          | ..         | 1          |
| Deal Castle . . . .                  | 2         | ..  | 2         | 17         | 9          | 30         |
| Clay Bulwark . . . .                 | 1         | ..  | ..        | 4          | 2          | 7          |
| Walmer Bulwark . . . .               | ..        | ..  | 1         | 1          | ..         | 2          |
| Walmer Castle . . . .                | 1         | ..  | 2         | 10         | 5          | 18         |
| Dover Castle . . . .                 | ..        | ..  | ..        | 40         | 40         | 80         |
| Dover Bulwark . . . .                | 1         | ..  | ..        | 2          | 1          | 4          |
| Black Bulwark . . . .                | 1         | ..  | ..        | ..         | 1          | 2          |
| Archiff Bulwark . . . .              | 1         | ..  | 1         | 6          | 2          | 10         |
| Sandgate Castle . . . .              | 2         | ..  | 2         | 8          | 5          | 17         |
| <b>Sussex,—</b>                      |           |   |           |            |            |            |
| Cumner Castle . . . .                | 1         | 1   | 1         | 17         | 9          | 29         |
| <b>Essex,—</b>                       |           |   |           |            |            |            |
| East Tilbury . . . .                 | 1         | ..  | 1         | 4          | 2          |            |
| West Tilbury . . . .                 | 1         | ..  | 1         | 5          | 2          | 9          |
| Harwich Hill . . . .                 | 1         | 1   | 1         | 4          | 2          | 9          |
| Harwich Town Bulwark . . . .         | 1         | 1   | 1         | 4          | 2          | 9          |
| St. Sithe's Bulwark . . . .          | 1         | 1   | 1         | 4          | 2          | 9          |
| Harwich Castle . . . .               | 1         | 1   | 1         | 4          | 2          | 9          |
| Longrode Castle . . . .              | 1         | 1   | 1         | 4          | 2          | 9          |
| <b>Southampton,—</b>                 |           |   |           |            |            |            |
| Windmill Bulwark . . . .             | 1         | ..  | ..        | 8          | 2          | 11         |
| Portsmouth . . . .                   | ..        | ..  | ..        | 3          | ..         | 3          |
| Sparkes Bulwark . . . .              | ..        | ..  | ..        | 6          | ..         | 6          |
| Westow Fortress . . . .              | 1         | ..  | 1         | 6          | 6          | 14         |
| Calshot Point . . . .                | 1         | 1   | 1         | 8          | 5          | 16         |
| Hurst Castle . . . .                 | 1         | 1   | 1         | 12         | 10         | 23         |
| St. Andrew's Castle . . . .          | 1         | ..  | ..        | ..         | 6          | 7          |
| Portsmouth Town & New Castle . . . . | 1         | ..  | ..        | ..         | 20         | 21         |
| Sea Castle . . . .                   | 1         | 1   | 2         | 16         | 12         | 32         |
| Sandham Castle . . . .               | 1         | 1   | 1         | 8          | 13         | 24         |
| Cowes . . . .                        | 1         | 1   | 1         | 8          | 13         | 24         |
| Isle of Wight . . . .                | 1         | ..  | ..        | ..         | 3          | 4          |
| <b>Dorset,—</b>                      |           |   |           |            |            |            |
| Portland . . . .                     | 1         | ..  | 8         | 6          | 3          | 18         |
| Sandfoote . . . .                    | 1         | ..  | 1         | 5          | ..         | 7          |
| <b>Devon . . . .</b>                 | 1         | ..  | ..        | 1          | 1          | 3          |
| <b>Cornwall,—</b>                    |           |   |           |            |            |            |
| St. Maw's . . . .                    | 1         | 1   | 1         | 5          | 2          | 10         |
| Penzance . . . .                     | 1         | 1   | 1         | 5          | 2          | 10         |
| <b>York,—</b>                        |           |   |           |            |            |            |
| Wakefield and Sandall Castle . . . . | 1         | ..  | ..        | ..         | 1          | 2          |
| <b>Guernsey,—</b>                    |           |   |           |            |            |            |
| Castle Cornet . . . .                | 1         | ..  | ..        | 6          | 2          | 9          |
| <b>Jersey . . . .</b>                | 1         | ..  | ..        | 6          | 2          | 9          |
| Scilly . . . .                       | 1         | 1   | ..        | 6          | 2          | 10         |
| Man . . . .                          | 1         | 1   | ..        | 6          | 6          | 13         |
| <b>Total . . . .</b>                 | <b>44</b> | <b>16</b>                                 | <b>41</b> | <b>289</b> | <b>220</b> | <b>610</b> |



In this list no notice is taken of the force stationed in the fortresses along the Welsh frontier, though we know, from some memorandums of Cromwell, Lord Treasurer to Henry VIII., relative to the reduction of the pay of the troops at Carnarvon and Merioneth, that a considerable number was generally stationed there.

So far, then, as can be traced from these documents, the Standing Army of England, for a century or two antecedent to the reign of Elizabeth, may be estimated to have been, in time of peace, nearly as under :—

|  |                  |
|--|------------------|
| At Calais and its dependencies . . . .           | 650              |
| Berwick, Carlisle, and Border Marches, about . . | 750              |
| Ordnance Department in the Tower . . . .         | 126              |
| Household Bands in the Metropolis . . . .        | 1350             |
| At Sea Ports, or on Shipboard . . . .            | 300              |
| Garrisons of Small Forts above enumerated . .    | 610              |
| Garrison of Welsh Frontier, supposed . . . .     | 214              |
| Total . . . .                                    | <hr/> 4000 <hr/> |

Now this Standing Army, though nominally small, was, with reference to the population of the kingdom, much the same as at present. In the reign of Edward III. the population was little more than two millions, from which it gradually increased, to four in the reign of Elizabeth. Three millions may, therefore, be considered a fair average during the period referred to. It has now attained to about fifteen millions, and if we include Scotland, upwards of seventeen millions;—consequently, if 4000 troops were then required to keep that extent of population in order, and support the civil power, at least 20,000 must be necessary now, which we believe is above the number stationed in Great Britain at the present moment\*.

We cannot trace, with any degree of accuracy, the progress of our Standing Army during the reign of Elizabeth and her pacific successor; we know, however, that both these Sovereigns made considerable additions to their household troops. Queen Elizabeth increased the Yeomen of the Guard to 140, and James I. from 100 to 200; but as Calais no longer required a garrison, and as, on the accession of the latter monarch, a considerable reduction took place in the forces on the borders of Scotland, it is probable the Standing Army in these reigns did not exceed the previous estimate.

The civil war which continued during the reign of Charles I., and the contest the Commonwealth was subsequently engaged in with Spain, kept up the numbers of the Army during that period to a very large amount, and during the sway of Cromwell first commenced that system of colonial service which now forms the principal employment of our Army. On the conquest of Jamaica by General Venables, in 1665, a considerable garrison was left for the protection of that island; we cannot state its precise strength, but from an order dated in the following year by Colonel D'Oyley, the Governor, for the distribution of 1701 Bibles to the troops, we may infer that was about the number. Even this liberal distribution of the Gospel, however, seems to have been of little avail in counteracting the seductive influence of Jamaica rum, for in 1665 the

\* In the last Estimates the number in Great Britain was stated at 20,293, including 1780 on passage home.

Governor of the Island, in a letter to the Secretary of State, complains that even the officers of the old Army, from strict saints, had turned "debosht devils," and adds, "the Spaniards wondered much at the sickness of our people, but when they understood the strength of their drinks, and the quantity they charged themselves with, they wondered they were not all dead."

Virginia and Barbadoes had been colonized so far back as the reign of James I., but it does not appear that any troops were stationed there at that period. In the latter part of Cromwell's usurpation, and during the short-lived administration of his son, the Standing Army amounted, even during peace, to 13,258 for England; 9506 for Scotland, and about 10,000 for Ireland; but on the accession of Charles II. it was deemed expedient, no less from motives of policy than economy, to reduce troops which had so often violated the liberties of their country. The lowest force kept up by Charles throughout Great Britain was 1000 Cavalry and 4000 Infantry, which subsequently received considerable augmentations. Of the force in Ireland we possess no separate estimate.

It is from this time only we are able to trace the regiments, as identical with those of the same number in the present day. Several independent troops of Horse Guards and the Blues composed the Cavalry, and the 1st, 2nd, and 3rd Foot Guards, with the Royals and Queens, constituted the only Infantry force, except the troops employed in Ireland, of which we can furnish no details. The latter regiment was raised for the purpose of garrisoning Tangiers, when ceded to England on the marriage of Charles with the Princess of Portugal, and does not appear to have been included in the standing force of 5000 men.

Though most of Cromwell's troops were disbanded at the restoration, those in Jamaica seem to have been retained in pay, and ultimately, when the corps became much reduced in force, were formed into invalid companies; in addition to which, the white inhabitants of the colony were organized into militia to aid in its defence. There is reason to believe that a similar force of invalid companies was for a long period maintained at Barbadoes, though to what amount we are unable to specify. The militia force there was also very considerable, as the colony had risen rapidly into importance, in consequence of having become the refuge of many of the old royalist families from the tyranny of Cromwell.

Several new corps were raised on the breaking out of the war with the Dutch in 1665, but only one of these, the 3rd Buffs, was permanently kept up. At the termination of that war in 1667, New York and the adjacent territory was added to the British possessions, and some independent companies formed to garrison it. On the commencement of the second war with the Dutch in 1672, several new regiments were raised, of which the 5th and 6th only were retained after the peace. On the prospect of a war with France in 1678, twenty new regiments were raised, but were all disbanded shortly thereafter, except the 21st, which was added to the Standing Army, in consequence of three regiments (the 3rd, 5th, and 6th) having been sent the previous year as a subsidiary force to Holland, where they were maintained at the expense of our Dutch Allies till the Duke of Monmouth's rebellion in 1685.

In 1680 the 4th foot was raised for service at Tangiers, probably

to relieve the 2nd, which appears to have served there since 1661; two years afterwards that fortress was dismantled and the troops withdrawn, in consequence of the heavy expense it entailed on the Crown.

The 1st and 2nd Dragoons were also added to the permanent Standing Army in this reign, the former having been raised in 1683, the latter in 1681, for the purpose of being employed against the covenanters in Scotland. The 18th foot was also raised in 1684, and subsequently kept up, probably to supply the place of some of the corps sent to the Dutch.

The Duke of Monmouth's rebellion, and the disturbed state of Britain, during the short reign of James II., caused a great accession to the Standing Army,—no less than seven regiments of Dragoon Guards, two regiments of Dragoons, and nine additional regiments of Infantry, from the 7th to the 15th inclusive, having been then raised and subsequently kept up as a permanent force. The Revolution of 1688, instead of causing any reduction of this force, rendered an addition of eleven regiments necessary. A powerful party still existed throughout the country favourable to the return of the exiled family to the throne; and even when both internal and external foes had ceased openly to assail the new dynasty, it was necessary that a large force should be kept on foot to aid the executive in the event of a disputed succession, and to suppress those conspiracies and rebellions which, for nearly sixty years thereafter, agitated our land.

Shortly after the conclusion of the continental war by the treaty of Ryswick in 1697, the constitutional jealousy of a Standing Army began to manifest itself, and the forces in England were ordered to be reduced to 10,000 soldiers and 3000 Marines, without any specification of the number to be employed in Ireland; but as King William easily evaded this restriction, by placing the greater part of his supernumerary force on the Irish establishment, the number of troops for guards and garrisons in England was, in the following Session, expressly limited to 7000 men, and 12,000 for the defence of Ireland: no notice appears to have been taken of the troops in the colonies, but it is understood the 3000 Marines were partly employed for this purpose. The only colony which had been acquired since the Revolution was that of Antigua; but we cannot state the precise amount of the force stationed there.

The reduction of the Standing Army, thus forced on King William by the jealousy of his subjects, was most unwillingly acquiesced in, and was carried into effect by reducing the establishment rather than by diminishing the number of regiments, for we find there were still borne on the lists seven regiments of Dragoon Guards, six of Dragoons, three regiments of Foot Guards, and twenty-six regiments of Infantry of the Line, so that the Cavalry corps must have been reduced to 350, and the Infantry to about 450 rank and file. King William, too, by the ingenious expedient of making the officers' servants effective in the ranks, though not borne on the muster-rolls, virtually kept up five men per troop, or company, beyond the number authorized by Parliament. The Marines also, though nominally a sea force, virtually formed part of the Standing Army, being composed of several of the junior regiments of the Line, which merely changed their designation, and were borne in the Navy instead of the Army estimates.

As this was the first Standing Army fixed by Parliament in time of



peace, it may be useful to compare it with that of the present day as well as of the ages preceding.

We have already shown that even in the earliest periods the Standing Army of England was about 4000 when the average population was three millions, the population had now increased to five millions and a half, consequently the force to correspond with it should have been upwards of seven thousand.

If our economists will contrast the military establishments of that period even with those of the present day, they will find no cause to mourn over the increase, so much deprecated by them. As already stated, the population was then five millions and a half; the Standing Army was fixed at 7000 men; now the population has increased to nearly fifteen millions, consequently, in the same proportion, the Army in England alone should amount to 19,000, which is above the number at present stationed there.

In like manner the population of Ireland did not then exceed a million and a half, yet its Standing Army was fixed at 12,000. The population of that country has now increased five-fold, and we apprehend they are not less turbulent than their forefathers, yet the force employed in the present day is only one-half more than it was then. The troops employed in our colonies at this period was very small. One regiment only was stationed at Barbadoes, four Independent companies at Jamaica, one at New York, and another at Annapolis in Nova Scotia.

The reduction in the Standing Army in the latter part of King William's reign was not, however, of long duration, for in 1701, in consequence of the French King having acknowledged the title of his son on the death of the exiled monarch, James II., it was again augmented by Queen Anne to 40,000 men, to which 10,000 more were subsequently added. The termination of that war in which the reputation of our Army was raised to such a height by the victories of Marlborough, left us in possession of many additions to our colonies. Gibraltar, Minorca, part of Nova Scotia, Newfoundland, and St. Christophers, were all guaranteed to Britain by the treaty of Utrecht, so that the extent of colonial service in our Army now began to be considerable, and its number, during peace, required a corresponding increase. Our West India colonies began, also, to rise in importance; for we find that, in 1704, the 22nd Foot was serving in Jamaica, and the 27th Foot in the Leeward Islands, where formerly there were only a few Independent companies. The Standing Army voted for the year 1717, after the termination of the continental wars, amounted to 16,347, exclusive of those in Ireland, which must have been considerable, as the whole force of the Army on the peace establishment in that year consisted of thirty-nine regiments of Infantry of the Line, two of Invalids, the 40th and 41st, with seven regiments of Dragoon Guards, and six of Dragoons, besides the Household Troops. The proportion of Infantry then serving in the colonies were, so far as can be ascertained, as follows:—

|                             |   |    |           |                                    |
|-----------------------------|---|----|-----------|------------------------------------|
| Gibraltar                   | . | .  | 3 Regts., | the 5th,* 13th, and 29th.          |
| Minorca                     | . | .  | 5         | ,, 7th 12th, 18th, 27th, and 39th. |
| Antigua and Leeward Islands | 1 | ,, |           | 38th.                              |
| Jamaica                     | . | .  | 1         | ,, 22nd.                           |
| North America               | . | .  | 2         | ,, 2nd, and 40th.                  |
| South Carolina              | . | .  | 1         | ,, 41st.                           |

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Employed in the Colonies 13

So that on comparing the Standing Army of Great Britain in 1717 with that of 1697, though there is apparently an increase from 7000 to 16,347, this additional force merely consisted of the garrisons of Gibraltar, Minorca, and the possessions recently acquired in North America and the West Indies, and the force remaining available for the defence of the kingdom was much the same as before.

In 1729, a period of peace, the Standing Army was increased to 17,709, exclusive of those in Ireland: this slight addition was, we believe, occasioned by the formation of six Independent companies for service in the Bermudas and Bahamas, which, from their growing importance, now required the presence of a small garrison.

During the peace, from 1729 to 1740, the number of the Standing Army continued almost exactly the same: a very considerable augmentation took place in the latter year, on the breaking out of the war with Spain; but on the termination of that war in 1748, we again find the Standing Army reduced to 18,857 men, exclusive of the force in Ireland.

This force exhibits an increase in the Standing Army of 1152 beyond the numbers in 1729. This was rendered necessary in consequence of the formation of the colony of Halifax, on a part of the territory of Nova Scotia recently ceded to us, and for which, owing to the dangers apprehended from the Indians and French in that neighbourhood, a garrison of two regiments was deemed necessary.

During the few years of peace which intervened between 1748 and 1754, the amount of the Standing Army continued the same; but on the commencement of the war with France a new field was opened for British valour and British enterprise in the East Indies. The hostilities of the French against our trading settlements there rendered it necessary that some troops should be sent to their support, and in 1754 the 39th Regiment embarked for that country, and had the honour of being the first of his Majesty's corps which served to the eastward of the Cape. The necessity for an increased force to follow up our successes in that country caused three other regiments to be sent there, from the Irish establishment, in the following year. The battle of Plassey having, in 1756, laid the foundation of our empire in the East, that force was maintained permanently there, and afterwards increased as our territory extended. Our successes in North America and the West Indies, too, in the course of this war, rendered us almost sole possessors of those extensive colonies, of which there was finally ceded to Great Britain, at the peace in 1763, all Nova Scotia and Canada, Grenada, St. Vincents, Dominica, Tobago, Florida, and Honduras; together with Senegal, on the Coast of Africa, and the island of Minorca, which had been retaken from us at the commencement of the war.

Not only was the number of our colonies thus doubled, but those which had formerly been in our possession were rapidly growing into importance. Population had increased, and cultivation extended in a very remarkable degree, and the influx of wealth into the mother country, acquired by enterprising individuals in these distant regions, led annually a fresh host of adventurers to the same field. A larger force now became necessary to protect them from intestine commotion, as well as external foes; and we accordingly find that the Standing Army, exclusive of 10,000 men in Ireland, averaged during this peace, from

1764 to 1774, about 30,000 men, being nearly double the number of any former peace establishment.

That this excess, however, was entirely owing to the greater number required for foreign service, is sufficiently apparent from the following list of corps serving in the colonies at that period, viz. :—

|                  |         |  |
|------------------|---------|--|
| Minorca          | . . . 4 | Regts., the 3rd, 11th, 33rd, and 37th Foot.                                  |
| Gibraltar        | . . . 4 | ,, 20th, 24th, 30th, and 53rd Foot.  |
| North America    | . 10    | ,, { 15th, 17th, 27th, 28th, 40th, 42nd, 44th, 45th,<br>40th, and 60th Foot. |
| Louisiana        | . . . 2 | ,, 22nd and 34th.  |
| Florida          | . . . 1 | ,, 9th.  |
| Leeward Islands  | . 3     | ,, 38th, 68th, and 70th.   |
| Caribbee Islands | . 1     | ,, 62nd.   |
| Jamaica          | . . . 2 | ,, 66th and 43d.   |
| Senegal          | . . . 1 | ,,   |
| East Indies      | . . . 4 | ,,   |

Total 32 Regiments abroad out of 70.

Leaving only 38 for reliefs and the defence of Great Britain and Ireland.

Previous to this period the burden of colonial service fell with peculiar severity on some corps, which were doomed to a species of perpetual banishment from their native land. The 38th Regiment, for instance, served continuously from 1707 to 1765, a period of fifty-eight years, in the Windward and Leeward Islands. The 40th served from 1717 to 1765, a period of forty-eight years, in the plantations. The 9th Regiment served from 1719 to 1746, a period of twenty-seven years, at Minorca; and the 17th, 18th, and 22nd, during nearly as long a period, at the same station. The consequences of this protracted service in foreign climes may easily be supposed. To keep up these corps by recruits, voluntarily enlisted, was totally out of the question; they were, therefore, composed of the outcasts of the profession, who had been banished from other regiments, or criminals drawn from the county gaols, who had that alternative offered them as a commutation of the higher penalties of the law. These men, instead of devoting themselves to the duties of their profession, generally sold their clothing, and employed themselves in working for the merchants in the town wherein they were quartered. Most of the officers having married at the station, and seeing no prospect of removal, readily engaged in trade or agricultural pursuits to eke out their miserable pittance of pay; and to such an extent was the system of false muster carried that at one period, in the 38th Regiment, scarcely half of the number actually borne on the list could be accounted for.

These abuses at length became so apparent, that, a few years after the peace of 1763, all the corps which had served so long abroad were relieved, and the course of colonial service so arranged that each corps should take its turn; a regulation which was for some time acted upon with considerable fairness, for we find that in 1770 almost all the corps which had been abroad in 1765 were relieved, and their place supplied by those which had not previously served in the colonies. A larger force, no doubt, was thus required to afford the necessary reliefs; but the increased expense was more than compensated by superior efficiency.

The war with our American colonies, which broke out in 1774, and subsequently led to another contest with France, ended by no means so



favourably for Great Britain. That large portion of her possessions which now constitutes the United States was severed for ever from her dominion. But though our territory was thus diminished, nearly an equal force required to be maintained for the protection of the remainder as had previously sufficed for the whole. Prior to this period no danger was to be apprehended from external foes, and we had only to guard against those intestine commotions which were likely to arise among our irascible trans-Atlantic brethren. But their ultimate success in attaining independence having placed an intriguing and enterprising enemy in the immediate vicinity of our Canadian provinces, the presence of a respectable force was constantly required there to prevent that portion of our subjects from being induced to follow their example.

The progress of our arms in the East Indies had in the mean time, however, more than compensated for the loss of this large portion of the American continent, and so rapidly had our empire there extended, that nearly ten thousand British troops were now required for its protection, in addition to the large force of natives in the pay of the East India Company.

Since the commencement of the American war Britain had lost Minorca, Senegal, Goree, and the settlements in Africa, Florida, Tobago, and Honduras. The average distribution of the troops in the other colonies abroad, from this period till the commencement of the war, in 1793, was as under :—

|                     |   |   |   |   |   |        |
|---------------------|---|---|---|---|---|--------|
| Gibraltar           | . | . | . | . | . | 2,970  |
| Leeward Islands     | . | . | . | . | . | 2,610  |
| Jamaica and Bahamas | . | . | . | . | . | 2,920  |
| Nova Scotia         | . | . | . | . | . | 1,320  |
| Canada              | . | . | . | . | . | 2,380  |
| East Indies         | . | . | . | . | . | 9,438  |
| New South Wales     | . | . | . | . | . | 420    |
| Total abroad        |   |   |   |   |   | 22,088 |
| In Great Britain    | . | . | . | . | . | 11,989 |
| Total               |   |   |   |   |   | 34,077 |

Exclusive of those stationed in Ireland.

This, as compared with the last peace establishment, exhibits an increase of about 4,000 men, which arose from the forces in the East Indies having been more than doubled since that period, and the new colony of New South Wales requiring a regiment to guard the convicts sent there in 1788. It is true troops were no longer necessary for Minorca, the West Coast of Africa, nor the small settlements ceded in the West Indies since the previous peace, but still the garrisons thus rendered disposable would have been quite insufficient without the additional 4,000 to meet the demand for troops for the above purposes.

The forces in Ireland still remained about 10,000 men, as in 1763; and after the Union the troops there were included in the same estimates with those serving in Great Britain.

The eventful wars which intervened between 1792 and 1815 doubled the colonial empire of Great Britain, and, consequently, involved the necessity of a corresponding increase of force to garrison the territory thus acquired. Those who compare the relative establishments of 1792 and 1837, for the purpose of suggesting the practicability of reduction, have only to cast their eye over the following list of the increased force

which had become necessary for our garrisons abroad, between these periods, to be convinced of the futility of their arguments.

| New Colonies.  |        |
|--|--------|
| Malta . . . . .  | 2,689  |
| Ionian Islands . . . . .   | 3,300  |
| West Coast of Africa . . . . .   | 525    |
| Cape of Good Hope . . . . .  | 1,905  |
| Mauritius . . . . .  | 2,199  |
| Ceylon . . . . .   | 4,238  |
| Honduras . . . . .   | 363    |
| Newfoundland . . . . .   | 300    |
| Trinidad, Tobago, St. Lucia, Demerara, and Berbice . . . . .                         | 2,500  |
| St. Helena and Ascension . . . . .   | 800    |
| Old Colonies requiring increased garrisons.  |        |
| East India force increased from 10,000 to 18,000 . . . . .                           | 8,000  |
| New South Wales from 420 to 2,286 . . . . .  | 1,866  |
| Bermuda converted into a convict station, and requiring a }<br>garrison of . . . . . | 700    |
| Force in Bahamas increased from one company of 100 men }<br>to 486 . . . . .         | 386    |
| Forces in Nova Scotia and the Canadas from 3700 to }<br>4824 . . . . .               | 1,128  |
| Total increase in numbers required for colonial service }<br>since 1783 . . . . .    | 30,899 |

Besides this, a corresponding number required to be kept up at home, to afford occasional reliefs. To effect these, even at the rate of five years of home service for every ten spent abroad, half the above number of troops must be maintained and kept available for that purpose, thus making a total of 46,348, required beyond the establishment of 1792, to meet the increased burden of colonial service alone; and this number is considerably under the excess at present borne on the estimates beyond the force employed at that period in Great Britain, Ireland, and the colonies.

Thus, without taking into account the vast increase in the population of the United Kingdom between these periods, and the concentration of a large proportion of that population in the manufacturing towns, where, in the event of any sudden depression of trade, the presence of troops is often required for the suppression of riots—without taking into account the immense military establishments of the continental powers which we may ere long have again to contend with—it appears that the number of the standing army of the present day is, with reference merely to the extent of colonial service it has to perform, smaller than at any previous period of the annals of British history.

In 1697, for instance, only 2 infantry corps were serving abroad out of 26. In 1717, only 13 out of 41. In 1765, only 32 out of 70. In 1789, 35 out of 77. Whereas at present there are 80 out of 100. It is true we have now the advantage of four dépôt companies at home, instead of one, as formerly; but this by no means reduces the proportion of foreign service to the same par as the previous peace establishments.

The necessity for this progressive increase in the proportion of troops on foreign service has arisen not only from the increase in the mere number of our colonies between each of these periods, but also from the remarkable increase in their population. Jamaica, for instance, which in 1670 contained but 7500 whites and 8000 negroes, then only

required a few companies as a garrison—though now, with a population of half a million, 3000 men are barely sufficient for the same purpose.

The like rapid increase might be traced throughout our other West India possessions; and of course every such increase, particularly of negro population, brings with it a corresponding necessity for an additional force for protection. The Canadas and our other possessions in North America, too, which a century ago consisted of a few isolated forts surrounded by patches of scanty cultivation, can now boast of a population of a million, possessing nearly thirty millions of acres, reclaimed from the wilderness. New South Wales has advanced with still greater rapidity: in 1788 it was but the prison of 700 convicts, guarded by a single regiment; now it has a free population of 50,000, and the number of convicts has been augmented to 30,000, with a guard of four regiments.

A similar increase has taken place at the Cape of Good Hope and Ceylon since they first came into our possession; while in the East Indies we have, within the last century, from being the possessors of a few trading ports, become the monarchs of a mighty empire, with nearly a hundred million of subjects under our sway. Wherever the British flag waves the natives of every clime flock around it, in the hope of finding that protection which the short sighted or misguided policy of their own arbitrary rulers denies to them—there they taste the blessings of civilization and of security, and experience the benefit of laws under which the prince and the peasant repose in equal security. Thus, no less to her honour than we trust ultimately to her profit, does Britain act as the chief pioneer in that march of civilization which is fast extending its benign influence to the remotest corners of the habitable globe.

If then those who clamour for a reduction of the standing army really wish that darling project of economy to be effected, they must reflect it can only be done by abandoning those colonies which have been purchased with the blood and treasure of their forefathers—for the conquest of which “Te Deums” have been sung and glad shouts of triumph raised throughout our land. There is no other alternative—the extent of foreign service exacted from our army has already reached to its utmost limit—it is without a parallel in the military history of any nation—and, except by making it perpetual, and banishing the British soldier for ever from the land of his fathers, no material reduction can possibly be effected, at least in that portion of our army which bears the burden of colonial service.

To prove this we have traced the gradual increase of that burden from the earliest period to the present day, and shown how each accession to our military force has been but the necessary result of extended dominion, increasing opulence, and rapid advancement in political power; and that till Britain falls from her present high estate among the nations, and is shorn of the conquests of the last century, the military establishments of that age can never be referred to as the standard for those of modern times.

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## A BIOGRAPHICAL SKETCH OF CAPTAIN DAMPIER.

## No. I.

“He is a good one, and his worthiness  
Does challenge much respect.”

To our Drakes, Raleighs, and other illustrious early navigators, the nation is indebted for some of the most vivid laurels which crown her dominion of the seas; and he whose feelings do not warm at the recollection of the enthusiastic delight with which he perused, in his young days, the “sayings and doings” of those Sea Worthies, possesses but little of the true aspiration of a British seaman. Now, among those who toiled the hardest and transmitted the most useful account of adventures and discoveries, the name of Dampier must be placed in the very van, since nearly his whole life was spent in distant wanderings and arduous enterprises.

It is true that various memoirs of this celebrated sailor have been published by Kippis, Campbell, Charnock, Burney, Kerr, Southey, and others, from the time of his death to the present day; but they are nearly confined to the autobiography which may be collected from Dampier’s own descriptive volumes, and are therefore mostly of the same compass and tenour; and they all end in lamenting that his ultimate fate is unknown,—that what became of him—whether he died at sea or on shore, in ease or in indigence—is now for ever hidden. “When the life of this extraordinary man terminated,” says his last biographer, in the Penny Magazine, for 1833, “where his ashes were at last laid at rest—whether in the great deep, in some island in the Pacific or the Indian Ocean, or on ‘the small estate in Dorsetshire near his native county of Somersetshire’—we have not been able to discover.” Other writers have disdained to pursue the inquiry farther, because, having mixed as much of the Buccaneer as of the seaman in his character and career, they consider the last acts of his life to be of little or no importance to the public.

Now, as we had long considered that Dampier amply atoned for the predatory habits of the early part of his launching into the world, by the integrity, utility, and, notwithstanding the lawlessness of his associations, the moral tone of his writings, we by no means acceded to this lemma; on the contrary, we bestirred ourselves in hunting up matter to clear off this uncertainty respecting his fate, and with success. While thus occupied, Mr. Thorpe, the biblioplist, made a purchase of the well-known Southwell papers, from which we obtained various authentic documents connected with the voyage of the *St. George*; these, together with the zealous assistance of an energetic young antiquary, Mr. John Burgon, have encouraged our proceeding with the present sketch. The value of such papers, in cases of uncertainty, is the more obvious, since, above all other writings, autograph letters, from unfeignedly recording events before the slumber of forgetfulness overshadows them, may be deemed the very soul of biographical history\*.

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\* Among Mr. Thorpe’s rarities we may mention one because we believe it to be a unique specimen of its writer. It is a long and most interesting letter of Sir



decker, which bore the flag of the brave and resolute Sir Edward Spragge. He fought in two engagements against the fleets of De Ruyter and Van Tromp; but, being taken very suddenly ill before the third, which happened on the 11th of August, he was put on board an hospital ship, from whose decks he witnessed the battle, which tore the Royal Prince to pieces, and proved fatal to his gallant commander. As his health continued weak and languishing at Harwich, he was permitted to retire to his native county, where from care and attention he quickly recovered. With returning strength his inclination for the sea also returned, and, the nation being then at peace, he accepted an offer made him by a townsman, Colonel Hellier, of East Coker, to assist in managing a plantation in Jamaica, whither he repaired in the twenty-second year of his age. Here his activity, honesty, and intelligence must have been more conspicuous than he thought himself authorized to mention, since, young as he was, he soon obtained a better employ in the same line under a Captain Hemmings.

The fixed and uniform duties, however, of this station, ill-suiting his genius, and finding himself, as he said, "clearly out of his element," he undertook some coasting trips round the island with a trader who rejoiced in the name of Fishhook. In this occupation he attentively studied, and made himself practically acquainted with, the hydrography and commerce of Jamaica,—an employment the more laudable since it was without the encouragement of example or co-operation, and undertaken at an age when all the pleasures of the West Indies are freely indulged in, under plea of the necessity of relaxation and amusement in tropical climates.

In a few months our young navigator became tired, also, of drogueing, and planters and plantations; he therefore shipped himself with a Captain Hudsel, on board a ketch bound to Campeche, to load logwood, and sailed from Port Royal about the beginning of August, 1675. Having a fair wind, they arrived at Triste, in the lagoon of Terminos, in a fortnight, and Dampier describes the features and details of the coast of Yucatan, from the landfall near Cape Catoche to the anchorage at One-Bush Key, with his usual minuteness and accuracy. Their cargo for the purchase of logwood was rum and sugar, which they speedily disposed of among the wood-cutters, who were then about 250 men, mostly English: they were a frolicsome set, and, besides the liquor which they bartered for, expected to be treated with punch, and to have the small arms fired when their healths were drank. Nor were they deficient in rude hospitality themselves, for, in the trips which our author made to their huts to procure the wood, he and those with him were always very "kindly entertained with pig, and pork and pease, or beef and dough-boys;" and they gave them even of the newly-bought spirits, as long as they lasted.

Having completed her lading, the ketch quitted Triste for Jamaica; and, after escaping from the close pursuit of two Spanish cruisers, striking on the rocks off the Alacranes, encountering several severe gales, and nearly starving from shortness of provisions, she arrived at Negril, the westernmost point of Jamaica, after a passage of thirteen weeks. "And so," says Dampier, "ended this troublesome voyage." He also remarks—"I think never any vessel before or since made such traverses in coming out of the Bay as we did, having first blundered over the



*Alcrany Riff*, and then visited those islands; from thence fell in among the *Colorado shoals*, afterward made a trip to *Grand Caymanes*; and, lastly, visited *Pines*, though to no purpose. In all these rambles we got as much experience as if we had been sent out on a design." That is, he had gleaned as much hydrographic knowledge, as if he had been expressly sent upon survey and discovery; and this is the more praiseworthy, since he was not impelled to such a duty by the obligations of a professed undertaking, but prompted merely by his active genius. Unknown and unsupported, he gathered knowledge while his desperate and lawless associates gave themselves up to the indulgence of unbridled passions; and, though labouring as a common seaman, found time to record the most valuable information concerning the geographical peculiarities, climate, and natural history, of those remote regions.

The acquaintance which he had formed with the logwood-cutters opened to Dampier's view a source of emolument, as well as a prospect of gratifying his desire for information. Indeed, the scene of independence, and the field of enterprise, were so perfectly accordant with his ardent disposition, that, though he was aware the employment was both hazardous and fatiguing, and the climate and locality equally detestable, he resolved to join the adventurous band. Accordingly, no sooner was he paid off from the unlucky ketch, than he provided himself with axes, knives, saws, and wedges, with a tent, a gun, and some ammunition, and made the best of his way to Triste island, where he arrived in the spring of 1676. In a little time he settled himself by serving a company of six men, at the rate of a ton of logwood per month, as pay, with a promise of admission into the joint concern on the accomplishment of his engagement, by which he would "strike in" to all the privileges of the community. He laboured hard in carrying the cuttings for embarkation five days in the week, and on Saturdays went into the savannahs to kill beeves.

Our countrymen were not at first acquainted with the value of logwood, for they usually sunk the vessels which they found laden with it, or turned them adrift as useless. The importance of this commodity was at last detected by a Captain James, who, having taken a ship, brought her home to England, and sold the wood at a high price, though before he valued it so little that he used it for firewood during the passage. On his return to the West Indies, he sought out the place where it grew, the commerce rapidly increased, and logwood soon became worth 90*l.*, 100*l.*, or 110*l.* per ton. At first the English were wont to run for parts of the coast where the Spaniards had cut and piled the wood for embarking, and there help themselves with all the free licence of Buccaneers, till the number of troops sent to guard the posts rendered such descents hazardous. But by this time they knew the trees in their growing state, and searched the shores of the main till they discovered large groves of it,—first at Cape Catoche, where they commenced cutting, and, after nearly clearing the grounds of that coast, in the creeks and mangrovy lands around the great lagoon of Terminos, in the south-east quarter of the Bay of Campeche, where they had continued to the time of our author's arrival. The trees resemble a large white thorn, and run from two to six feet in circumference; the wood is of great specific gravity, burns with a strong, clear, and lasting fire, and is so saturated with its dye, that it turns water in which

it is left as black as ink. It grows best on low swampy lands, whence the dwellings of the cutters were necessarily in comfortless situations, insomuch that in wet seasons they stepped from their beds into the water, perhaps two feet deep, and continued standing therein the whole day, accounting it a favourable time for working, as they had then no temptation to be idling. The sap of the wood is chipped off, and the heart cut into junks of about three feet in length for the European market, where it is used for dying purples, and the finest blacks, with shades or variations according to the mordants applied.

The logwood cutters were mostly reduced Buccaneers and Privateers' men, who again congregated with no other laws but their own caprice. They are represented as sturdy, reckless fellows, who laboured excessively hard when the fit of working was upon them, and their habits of life are well described by our author. Their huts were slightly built, but well thatched with palm-leaves to prevent the rain from soaking in, and afford defence against the solar rays; and they were erected as close by the creeks for the benefit of the sea-breezes as the adjacency of the woods rendered convenient, though the same spots were chosen by alligators, ants, serpents, and other plagues. Their bedding was raised about three feet and a half from the ground on a wooden frame, over which they spread a pavilion, or light tent, "out of which there was no sleeping for moskitoes." Another frame covered with earth to dress their victuals upon, and a third to sit at by way of table, with logs for chairs, composed their stock of furniture. For food, they hunted the wild cattle with which the savannahs of the country swarmed; and their flour, bread, and most other luxuries, they procured from the ships which came to purchase their cuttings. The arrival of these vessels was a signal for a scene of almost general debauchery; intemperate drinking and vociferous carousings took place, and it was not at all uncommon for them to spend 30*l.* or 40*l.* at a sitting, quaffing their cups and firing off guns for three or four days together, which, in that ungenial climate, was carrying imprudence and folly to the last pitch. Nor had they forgotten their buccaneering principles, or rather want of principle, for they sallied out in small parties among the nearest Indian towns, which they plundered, bringing away the women to serve in their huts, and sending their husbands to be sold at Jamaica.

Yet Dampier remained among such dissolute associates for nearly three years, and escaped the moral contamination of their vices and excesses; he never relaxed into the improvidence around him, and, instead of expending his money in riot and ruin, he saved it for the better purpose of investment. In fact, the remuneration so equitably given to the really industrious, must have been the main inducement to bear with so hard a life, in so wild a place, by disarming it of its worst sting,—the toil without enjoyment.

"Servire e non gradire, è cosa da far morire."

Dampier kept to his work of cutting logwood till he was suddenly incapacitated by "a hard, red, and angry swelling" in his right leg; this proved to be occasioned by the *jiggres*, or *chegoes*—a sort of worm, or larvæ, giving the most severe pain, and frequently leading to the amputation of the affected part, unless most carefully drawn out. After attempting to doctor himself, the unpleasant intruders were extracted by a negro, who received in compensation a white cock, as the cure

was effected by a powder rendered more efficacious by means of a supposed incantation; the operator, mumbling some words to himself, blew upon the part three times, and waved his hands as often over it. These juggres form only one of the many varieties of animated abominations which pester the sojourner in tropical climes.

Scarcely was he recovered from this mischance, when one of the most violent storms that ever was known in those parts reduced the whole community to great inconvenience, insomuch that at last the forlorn and flooded woodmen were compelled to quit the place in their canoes, as the highest land near them was almost three feet under water; and of the four ships anchored at Triste, one ~~was~~ drove out and foundered, another was forced into the woods, and one was thrown on a bank. Most of the provisions being spoiled,—deprived thus unexpectedly of the means of continuing his labour, and not having a stock, like the old standards, with which to re-establish himself—Dampier was compelled to become a rover for nearly a year, cruising about the bay and its shores to seek a subsistence, in company with some small privateers, visiting all the rivers from Terminos to Alvarado, and making descents among the villages. At the latter place, with two barks having each thirty men and four guns, they took ~~the~~ fort, and had ten or eleven killed or desperately wounded in the attack; but they were obliged to abandon it on the second day by the unexpected appearance of seven sail of Spanish armadillos, with 14 guns and between 400 and 500 men. This was a most unwelcome sight, for, though they obtained no solid booty, they had hampered their vessels with bullocks, poultry, maize, salt-fish, and a vast number of the fairest and largest parrots Dampier ever saw, “which prated very prettily.” Not a moment was to be lost—overboard went the lumber—sail was instantly made—and the Buccaneers glided over the bar before the enemy, who could scarcely stem the current, had reached it. Having gained the open waters, they had now to engage with their formidable opponents, and, notwithstanding the odds of strength against them, ultimately made their escape.

Thus it appears that the first connexion of Dampier with the Buccaneers—or, as he softly terms them, Privateers—was occasioned by imperious necessity; and no doubt it was at this time, while engaged in a course of lawless plunder, that he imbibed many of their habits, a circumstance which he feelingly lamented in the latter part of his life.

The effects of the hurricane which compelled the “brethren” to exchange the axe for the sword having abated, or, as our hero expresses it, “being almost forgot,” the industrious occupation of woodmen was resumed. After labouring for some months, and becoming intimately acquainted with the nature of the trade, Dampier determined to return to England, for the purpose of obtaining everything requisite to carry on the business with the capital he had saved, and which seems to have been sufficient to start him advantageously. “It is not my business,” observes he, “to determine how far we might have a right of cutting wood there, but this I can say, that the Spaniards never receive less damage from the persons who generally follow that trade, than when they are employed upon that work.”

With these intentions he quitted the Bay of Campeche, touched at Jamaica, and landed at London in the autumn of 1678. Though his



residence in England was short, and his occupations pressing, he must have found leisure to make a choice and get married, although he does not mention it; for, before his next return home, he tells us, while off the Bashee Isles, that he named the northernmost one after the Duke of Grafton, "having married my wife out of his Duchess's family, and leaving her at Aflington House at my going abroad." The lady's name was Judith, and we shall have occasion to mention her hereafter.

The blandishments of his wife, and the kindness of his friends, were incapable of diverting the attention of Dampier from objects which his strong understanding pointed out as of permanent importance, not only in gratifying his instinctive curiosity, but also as a means of procuring competence. Having completed his arrangements by the beginning of 1679, he again started as a passenger on board the *Loyal Merchant*, for the West Indies, in order to rejoin his companions in the woods of Jucatan; "but," he observes, "it proved a voyage round the world." He took out a considerable venture in English merchandise, which he disposed of at Port Royal, in order to stock himself with commodities for his proposed trade; but "some maturer considerations" induced him to relinquish his design of returning to the shores of Campeche, and he remained the rest of the year at Jamaica, where it is probable that he engaged in some kind of traffic, as his means were evidently prospering.

What the "mature considerations" were which altered his plans, he does not state; but it may be inferred that less laborious prospects were held out to him, for he says he was about to embark for England at the Christmas of 1679, when one Mr. Hobby invited him to go on a short voyage to the Moskito shore, with which he complied. He may have been induced to take this step, not only because it promised to be profitable, but also because logwood-cutting had begun to be a most hazardous as well as laborious employment, from the activity with which the Spaniards were now endeavouring to root out the intruders. Most of his old comrades at Campeche met a tragical fate; for the enemy, seeing their careless way of living, fitted out an expedition which surprised them in their huts, and either butchered them on the spot, or made them prisoners. The latter were sent up the country and sold as slaves,—“a thing,” says Dampier, “I ever feared, and that was the reason that moved me at last to come away, although a place where a man might have gotten an estate.”

While at Jamaica he exhibited a pleasing proof that a wandering wild life had not extinguished the *natalis solum*, or local attachment, which is strikingly characteristic of a man of true feelings. Happening to hear that a person residing on the island had a small estate in Dorsetshire, “near his native county of Somerset,” and prudently assuring himself of the validity of the title, he purchased it, and forwarded the writings to England.

This business settled, our navigator left Jamaica for the Moskito shore; but, the vessel having put into Negril bay, found there Coxon, Sharp, Sawkins, and other “privateers,” mustered in great force. Seduced by the plausible and splendid prospects held out by the adventurers, every man on board Hobby's ship, except himself and Dampier, went and joined them; “and, being thus left alone,” says the author, “after three or four days' stay with Mr. Hobby, I was the more easily persuaded to go with them too.”

Now, when we recollect that these "privateers" were in reality pirates, or marauders, who, under pretence of reprisals, undertook pillaging expeditions against the settlements and commerce of the Spaniards, without any regular commission, it must be admitted that such a step would stain any character, and be an irretrievable blot upon one so intelligent as that of Dampier. There is, however, some palliation when the moral and circumstantial conditions of that age, and the notions of right and wrong which then obtained, are duly considered. The bull of the Roman church which gave the court of Madrid an exclusive right to America, was scorned as a preposterous impudence; and the barbarous atrocities committed upon the natives of those parts by their new masters, together with their cruelty to those whom they deemed interlopers, aroused the strongest feeling of indignation against them. On the one hand, the Spaniards, jealous of their newly-acquired dominion, adopted every method, just or unjust, to prevent a participation in the good things of those regions; on the other, the Buccancers were equally resolved to partake of them; and, after the capture of Jamaica in 1665, the latter became an organized and numerous body, whose subsistence was entirely derived from the plunder of the new colonies. A continual warfare was thus waged between Christians in the far west, entirely independent of the governments of their respective countries. All Europeans, not Spaniards, whether there was peace or war between their nations in the Old World, on their meeting in the New, regarded each other as friends and allies; they styled themselves "Brethren of the Coast," and held the Spaniards as their common foe. They were deemed champions against an impolitic and intolerant people, from which, and other circumstances, they obtained great power, and even temporary respect. At first the freebooters, as avengers of the Indians and of their fellow-cruisers who had been captured, were detestably cruel, but at the period when our hero associated himself with them, they were much more humanized; and many were found of good parts, decent conduct, and sterling worth, and, upon all subjects unconnected with the "Account," of honourable sentiments.

Whether the gentle reader will excuse him or not, the die was now cast which threw Dampier upon the South Seas, the main scene of his nautical renown. We shall now rapidly follow his course, rather with an eye to the industry of his geographical progress, and the laudable spirit of his general pursuits, than to an enumeration of adventures teeming with violence, rapine, and debauchery. Yet we propose to clear up several obscure points of his narrative by collateral references, for which purpose, besides the published voyages of his friends and messmates, we have examined their several manuscript journals, by which means we have identified some remarkable facts, and detected several impositions, confusing and deteriorating accounts, which are of material interest in the history of navigation and nautical enterprise. This has been of easier accomplishment than at first sight it would appear to be, since no man was more remarkable for having literary shipmates than Dampier; and the original writings of most of them are preserved in the British Museum. Those relating to the period of his life about to be recorded are thus classed:—

*Dampier's Journal* is No. 3236 of the Sloane Collection, and is referred to in Ayscough's Catalogue, p. 687. It contains 471 folio pages.



• *Ringrose's Journal* is No. 3820 of the Sloane Collection, at p. 692 of Ayscough's Catalogue. Plut. ciii. D. No. 48, is a fair transcript of the same.

*Wager's Journal*.—A portion of it preserved by Dampier from the "Chirurgion's own writings."

• *Cowley's Voyage*.—No. 54 of the Sloane Collection, Plut. lxxxiv. H., a thin but neatly-written folio.

*Cox's Journal*.—No. 49 of the Sloane Collection, Plut. lxxxiv, a neatly-written but very meagre volume.

*Sharpe's Journal*.—Bibl. Sloan. No. 46 A. Plut. lxxxiv, a large folio. No. 46 B. is a fine transcript of the same—also in folio.

What became of Hobby and the Moskito trader after the defection of the crew is now in oblivion; but the freebooters very soon broke ground and made off for the Spanish main, bearing our author on board a ship of eight guns and ninety-seven men, commanded by Captain Coxon. The Luccaneer's maxim of "No peace beyond the line," being duly acknowledged, their first expedition was against Porto Bello, a place which had scarcely revived from its sack by Sir Henry Morgan. Their design being successfully accomplished, they shared to the amount of 160 pieces of eight a-man, which inspirited them to the bold measure of crossing the Isthmus of Darien, to gather wealth in the South Seas. A curious incident may have led to this determination, which is related by Dampier. He tells us that, before any rovers except Drake and Oxengham\* had taken that road, "I being then on board Captain Coxon, in company with three or four more privateers, about four leagues to the east of Portobel, we took the packets bound thither from Carthagena. We opened a great quantity of the merchants' letters, and found the contents of many of them to be surprising, the merchants of several parts of Old Spain thereby informing their correspondents of Panama, and elsewhere, of a certain prophecy that went about Spain that year, the tenour of which was, that there would be English privateers that year in the West Indies, who would make such great discoveries as to open a door into the South Seas."

On the 3rd of April, 1680, the Buccaneers assembled to the amount of seven sail, at the Golden Island, an anchorage to the east of the Samballas group; and two days afterwards, having taken proper precautions for guarding the ships in the interim, they landed 331 men, all or most of them armed with a fusil, a pistol, and a hanger, and each man was provided with four cakes of bread, called dough-boys, besides implements and toys wherewith to gratify the natives, through whose country they had to pass. They were accompanied by a party of those Dariens† who were the hereditary foes of the Spaniards; and some of the faithful, active, and intelligent Americans called Moskito Indians, a tribe so unfeelingly handed over by our government to the tender mercies of Spain, in 1786. On commencing their journey they were marshalled

\* Here Dampier must have alluded to those who actually cruised the Southern Waters after having crossed; for Sir Henry Morgan's famous exploit was in 1671, or eight years before our author was at Porto Bello. Oxengham, or Oxnam, was a daring follower of Drake, who, being chased into a river by the governor of Panama, and not choosing to abandon his spoils, was taken prisoner, and hung as a pirate.

† Among the Dariens were two chiefs whom the Buccaneers termed kings, one of whom was called King Golden Cap, from his wearing a wreath of that metal around his head. He is figured at large in Sharp's manuscript journal. Cox calls him the "Emperor of Darien."



into divisions, with distinguishing flags, under their several commanders, Bartholomew Sharp taking the lead. After a march of nine days they arrived at the town of Santa Maria, which they easily took; but, as the Spaniards had received notice of their intended visit in time to send off most of their valuables, little booty or provisions were taken. It may be owing to this disappointment that such want of moderation was shown by the privateering assailants; for, though they were faintly opposed, and lost not a man, twenty-six Spaniards were killed and sixteen wounded in the assault, and many others were deliberately butchered in the woods, subsequent to the surrender, by the Indians.

After holding Santa Maria for three days, the ~~Buccaners~~ and their allies embarked in canoes and boats for the South Sea; having previously, in their summary way, deposed Sharp from the chief command, and elected Coxon in his stead.

They arrived in sight of the city of Panama on the 23rd of April, which they found too well prepared for them to attack. No sooner were they descried from the shore than three armed Spanish ships made towards them, of which, after a fierce and sanguinary conflict, two were carried by boarding, and the third saved herself by flight.\* The Spanish commander, with many of his people, fell; while of the Buccaneers eighteen were killed and above thirty wounded, and among the latter was Captain Harris, mortally. The valour and skill of Captain Sawkins contributed mainly to this victory, wherefore, on Coxon's returning to the North Seas in a "huff," he was unanimously chosen commander. He enjoyed this dignity but a few days, for, leading his men to the assault of a breastwork at Pueblo Nuevo, he was slain on the 23rd of May; and on his fall, Sharp, the next in command, was so disheartened that he ordered a retreat.

The death of Sawkins proved a serious blow to the Buccaneers, it being followed by fresh discontents and defections on account of the dislike in which Sharp was held by the followers of his predecessor. Those who remained with the re-elected chief now changed their course for the southward, touching at several islands, taking the coast-town of Ylo, and burning the city of La Serena on the route. On Christmas-day they reached the isle of Juan Fernandez, where Bartholomew Sharp, who had always been unpopular with the ablest men, and had been chosen by but a small majority, was again formally deposed, and Captain Watling elected in his stead. Under his command an attempt was made to introduce regularity, and on the 9th of January, 1681, the Sabbath was observed for the first time since the death of Sawkins, "who once," says Ringrove, "threw the dice overboard, finding them in use on the said day."

On the 12th the Buccaneers were suddenly alarmed by the appear-

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\* The ships were heterogeneously manned, yet fought bravely. One of the captured captains, *Peralta*, appears to have been a man of great information, and two comets which were seen at Quito in 1679 are awfully blazoned in Sharpe's manuscript journal from his description. Ringrose had much conversation with him, and says:—"Captain *Peralta*, while he was our prisoner, would often break out into admiration of our valour, and say—'surely we English were the valientest men in the world, that designed always to fight open, whilst all other nations invented all the ways imaginable to barricade themselves.'" The same writer tells us, in another place, that the Buccaneers are whimsically described by the Spaniards as "very friendly enemies."

ance of three Spanish men-of-war, and embarked in such a hurry, as to leave William, one of the Moskito Indians, behind. Neither party being particularly anxious to fight, the ships separated, and the Rovers resumed their predatory attacks along the coast. At length they made an attempt upon the town of Arica, but were repulsed with a loss in killed and prisoners of twenty-eight men, and eighteen wounded. Among the slain were Captain Watling, the boatswain, both quarter-masters, and some of the best hands, a disaster which is gravely imputed in Cox's\* manuscript journal—"written," he says, "in a playne tarpaulin habbitt"—to having landed on Sunday, the 30th of January, "it being the anniversary of King Charles the First, and a fatal day for the English to engage on."

Disheartened by this severe miscarriage, the band of marauders retired to the Isle Plata, doing, however, a little business on the way. Here fresh dissensions arising respecting the choice of another chief, they split into two adverse factions. Before proceeding to an election, it was agreed that the majority, together with the new leader, should keep the ship, and that the minority should content themselves with the canoes and other small craft. On the poll, Captain Sharp, the Henry VI. of the Rovers, who had ingratiated himself with the meaner sort, was restored; on which those who voted against him—the *mutineers* as he termed them—despising a commander so deficient in courage and enterprise as they esteemed him to be, resolved to repass the Isthmus of Darien, though their force was only forty-seven men.

During these contentions, Dampier, who was as yet of more observation and experience than celebrity, appears to have been rather a spectator than an active partisan; but, never having been pleased with the address or management of the reinstated Commander, he declared himself on the side of those who were outvoted, and willing to share their fate.

Before attending the "mutineers" on their perilous adventure, it is necessary to account for some discrepancies which appear on comparing the several accounts of the transactions; and they can be cleared up only by direct reference to the original manuscripts. Dampier has not treated these occurrences very copiously because others were preparing their relations of them. Our attention was therefore first drawn to the journals of Basil Ringrose and Sharp. Of the former there are two copies in the British Museum, the one a quarto volume interspersed with charts, plans, and sketches of land, in the autograph of the navigator; the second is a folio, clearly copied, with the drawings on a larger scale, and gaudily coloured. There are also two copies of Bartholomew Sharp's journal—the original being in a chancery hand, and the transcript in a bold text, with Ringrose's plans and sketches introduced. This last is evidently a manufacture by Captain William Hack, a former shipmate of Sharp's, who published a collection of voyages in 1699; and, as he was the transcriber of Ringrose's narra-

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\* John Cox is the "dissembling New England man," to whom Sharp attributed the mutiny at Juan Fernandez. This, however, was in vexation, for those who deposed him accused him of avarice and incapacity. Cox must have been an ingenious navigator; he had charge of the starboard watch, and served as Master in Sharp's ship; and, when appointed to command the May-Flower, he made himself a "quardrent" to navigate by.

tive also, it is palpable that he laboured hard to raise the character of Sharp above the allegations of his companions. To effect this was not difficult to one who had the copying of Ringrose's manuscript, while the author was away from England, and to whom Sharp supplied his own original journal. And that every advantage was taken of the absence and death of Basil to foist in several barefaced interpolations we shall presently show.

Dampier has distinctly told us that Sharp was displaced by general consent, the company not being satisfied either with his courage or behaviour. To oppose this assertion, and prove the accused to be a man of valour and skill, various passages are adduced from Ringrose—the friend of Dampier—which are said to exhibit the illiberality of Sharp's detractors. Of these we will cite a couple.

In the printed narrative of Ringrose, at the attack of Pueblo Nuevo, he is made to say—"Captain Sawkins, in running up to the breast-work, at the head of a few men, was killed; as valiant and courageous as any could be, and, next unto Captain Sharp, the best beloved of all our company." Now in the original journal, which luckily for the cause of truth has been accidentally preserved, there is not a single word about Sharp, the passage running thus:—"They killed our valiant Captain Sawkins, a man as stout as could be, and beloved above any other that ever we had amongst us, as he well deserved."

Again. On the 27th of January, 1681, Watling examined a prisoner, and "finding him in many lyes, shott him;" whereupon Sharp is represented as washing his hands of the heinous murder, and predicting that it would bring condign punishment on them all. The disastrous repulse at Arica, which took place three days afterwards, and for which Cox assigned the martyrdom of King Charles, is then described pretty faithfully, till the distracted condition of the retreaters introduces the remark—"Now we found the words of Captain Sharp true, being all very sensible that we had a day too hot for us, in killing and murdering in cold blood the old Mistico Indian." He proceeds to say that—"Being surrounded with difficulties on all sides, and in great disorder, having nobody to give orders what was to be done, we were glad to have our eyes upon our good old-Commander, Captain Bartholomew Sharp, and beg of him very earnestly to commiserate our condition and carry us off." The deposed chief, being sorely displeased at the "mutiny" of Juan Fernandez, looks as big and burly as bull-beef, and is some time coquetting upon this point, but at length, like another Achilles, relents, and saves the rest of the routed host; for which we are told that "Sharp is a man of undaunted courage and excellent conduct, not fearing in the least to look an insulting enemy in the face, and a person that knows both the theory and practice of navigation as well as most do." This, to be sure, would be a pretty flat contradiction of Dampier; but the whole of the passages which mention Sharp in these quotations, as well as in nearly every place where his name appears in Ringrose's printed narrative, have been most grossly and impudently interpolated. The original has not a word about him at the days and places here specified. Indignant readers! what think ye of this?

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CONDITION OF THE GRADE OF LIEUTENANTS OF THE ROYAL NAVY,  
COMPARED WITH ITS NUMBERS.

• THE condition of the list of Lieutenants having been lately added to in parliament, and also in a letter published by a distinguished naval Captain, which was read before that august assembly, the attention of the public has been awakened to the subject, and the following remarks are offered as corroborative of the fallacious aspect of that list, and of the necessity for official interference on behalf both of the individuals who are comprised in it and also of the public. Taking as granted how materially the utility of the Navy must ever depend upon the activity and skill of this grade, it is desirable that a clear understanding should always exist of the real measure of its disposable strength, rather than that it should be learned from bitter experience in the hour of need that the sinews and thews of the giant, whose protection is invoked, are impotent, although still exhibiting the outward proportions of original vigour. Yet this condition is strongly suspected to exist, at a time when the fleet, in reference to *matériel*, is in a state of readiness, both as regards improving construction and the possession of other means for sudden equipment, that is unparalleled in any long peace; and also when the *personnel* is informed with high professional science, exhibits respectable literary talent, and in general information keeps pace with the intelligence of the age.

The following remarks, which partially establish the state figured above, are deduced from casual but personal notice and information of the actual pursuits of many Lieutenants whom of late years we have encountered in the metropolis, the provinces, and abroad; and, incongruous and even ludicrous as some of their transformations may appear, there can be no doubt that researches especially directed to such an inquiry would unveil a multitude of others of a character yet more extreme. According to the quarterly Navy List for April, the number of Lieutenants was then 2971—in figures a formidable array—but many deductions must be made from it, in order to arrive at a safe conclusion as to the probable number available for service. In making such deductions, all the Lieutenants may be discarded who are upon the Greenwich Hospital *in* and *out* pensions, and those attached to other naval hospitals. To these it is probable may be added all who are on the 7s. per diem half-pay, the junior of whom is of thirty-three years' standing, and most of those who are pensioned for wounds—altogether about 300—leaving nominally disposable, 2671. This number comprises many officers who were promoted late in life, many who suffer from the effects of serious though unpensioned wounds and hurts\*, and

\* At the termination of the war, a new scale of pensions was arranged for commissioned and superior warrant officers, on the principle that a claimant for the minimum must have lost a limb or eye, or have sustained injury equivalent to such loss, for which the pension is liberal. But where the injury, although barely short of the qualification, is palpable, and may cause much inconvenience, there is no pension, and the gratuity which sometimes is given does not meet the justice of the case; for such the former half-crown pension should have been reserved, or rather a scale graduated below the present minimum.

others from absolute disease, and broken constitutions—most of these unquestionably are ineffective.

Again, strangely as it may sound, "Church, Army, Physic, Law," and nearly all other employments that can be named under heaven, claim naval votaries, for, singular to relate, in support of the apparently most incredible part of this assertion, an instance is within our knowledge of a Lieutenant having deceased within a few years, while serving as a cavalry officer in India. It is notorious that Lieutenants are in the other professions named: our soul's health, we hope, has been improved by the pulpit exhortations of one who was regularly ordained in his new and holier employment. Our material improvement is occasionally renovated by the medical skill of another. As for legislation, we carefully eschew it; but, should dire necessity urge a peaceable man into such troubled waters, we can secure the advocacy of wigged and gowned Lieutenants, who yet may resemble Erskine in more important points of comparison than in the mere transfer of their exertions from a belligerent to the forensic field. Several of these sea-lawyers have already been raised to the judicial bench in colonies, exclusively of those who, in too many instances fatally for themselves, have proceeded thither as special magistrates.

By the way, will not antiquarian posterity be somewhat puzzled by a fact which their researches may disclose, that in the nineteenth century British naval officers, in order to enable them to receive half-pay, were required to declare that they were "not in holy orders." Should the parliamentary debates of the present age be then out of print, or in the absence of other exact information, we may rest satisfied that the inferences which may be drawn will be highly honourable to the Navy for religious dispositions. As, however, a Lieutenant is one of the most learned antiquaries of the present age, let us hope the Service may then possess one capable of solving the anticipated difficulty. Some Lieutenants have betaken themselves to agriculture, and to almost every line of commerce, from first-class bankers, or merchants, to retail traders, and some even to mechanical callings. Emigration has absorbed others; and we feel pleasure in stating that in the Colonial-Office there is special and most favourable testimony of their value and success as settlers. Others are engaged respectively on religious missions, as schoolmasters, itinerant Thespians, and as artists; some in mining speculations, and as sugar or indigo planters; and doubtless there are so many others who follow extra-professional employments, but who have not fallen within our ken, as to warrant a conclusion from those who have done so, that the total number is very considerable. Again, there are some who on quitting the sea, retired far from it, and consequently have become so disconnected with objects, and estranged from the description of intercourse, that in opposite circumstances would infallibly have led to the frequent revival in their minds of professional associations, as, in actual ones, to be rather unfitted for sea service. Within the same remark may be included many of the Lieutenants who were promoted upon their release from French prisons, wherein some had been immured longer than the term required to be served as midshipmen.

The pecuniary circumstances of some are affluent (we wish these were more numerous); and Hymen's knot binds others so securely as

to render an appeal to the happier of them, or rather to their fair enslavers, quite inoperative, unless in a crisis of national danger. Next come those employed in the merchant service, some of whom may be disinclined to relinquish an independent and lucrative pursuit for a smaller, and perhaps precarious recompense, afforded in war by the Navy. While, however, it cannot be doubted that all the private employments we have noticed are of a nature much to weaken ideas and habits strictly naval; private maritime employment, though, in a much less degree, open to the same observation, is, in other points, so decidedly valuable a medium for preserving nautical knowledge in complete efficiency, as to neutralize that objection, and to render it certain that some of those officers would be permitted to continue the auxiliary engagement, should their services be required.

We beg it may be distinctly understood that in these remarks it is not intended to blame officers who have endeavoured to increase their pecuniary resources by the application of their talents to respectable extra-professional objects. Too keenly have we felt the difficulty of maintaining a fitting position on naval half-pay to reflect upon others similarly circumstanced, for availing themselves of opportunities to enlarge the sphere of rational enjoyment, or of providing for their families. But we think it may safely be urged that an officer whose attention has been long fixed and mind interestedly occupied upon concerns which are foreign to his proper calling, and who has devoted to them the time and degree of zeal which either his own interest, or a sense of duty to an employer, ought to prompt, has rendered himself inversely more unfit to resume service in the Navy, in its altered state. Therefore, as most of the officers whose employment and peculiar condition we have glanced at, and of whom the aggregate is very considerable, may be supposed to have finally renounced the active pursuit of their original profession (which alone, as a general observation, daily renders a man more unfit to recommence any long intermitted habits), they may properly be regarded in the same light in which it is probable the most reflecting among them regard themselves, namely, as non-effective.

Perhaps the most numerous class is that of the more idle half-pay Lieutenant (the phrase is used in its least offensive sense), who, since the war, has lived without stated employment, beyond the (sometimes vain) endeavour to occupy the passing hour. With him this obscuration of the past is less to be apprehended, for he habitually, and almost of necessity, reverts to, and sadly dwells upon, the interesting periods of his active professional life. The danger he is in of becoming unfit to resume naval service arises from his ideas being too fixed and invariable; speaking professionally,—that, if “he has forgotten nothing, neither has he learned anything.” If properly instilled, the great principles of seamanship and of discipline may be safe in his memory, but of the changes introduced during the peace in the details—the anchorage and novelties in the mode of conducting duty, and in interior economy—the entire re-modelling and systemizing of the gunnery department—the introduction of steam-vessels,—of these, the collective influence of which bears seriously on the position of such an officer on rejoining active service, surrounded by a new generation, not only is he practically ignorant, but too frequently even is prejudiced



against, from the inevitable tendency of them to lessen in some degree the importance of the school, with its glorious recollections, in which he was reared, and which, to his proud and partial feelings, may thus in some sort be eclipsed.

Most who fall within this observation, impelled in youth by a chivalrous feeling, devoted themselves to the Navy; and constantly actuated by the same pure and single-minded resolve, have long waited in hope, and, sacrificing the substance to the shadow, perhaps have foregone advantageous private employment, without yet realizing her flattering tale. Minds of this temperament are capable of exalted sacrifices, but, for those which they have already made, the long continuance of peace has not brought a corresponding reward for the solace of old age. With respect to a large portion of this class, it was a capital error of the successive naval administrations throughout the peace, until the present time, when it is impossible to apply a remedy that will meet the extent of the evil, to have neglected to place in commission the Lieutenants of 1815-6, in particular, and also those of subsequent years, who had not served a certain time afloat in that rank. The number in the two years specified consisted originally of about a thousand, or a fourth of the whole grade. This promotion comprised the *élite* of the Midshipmen of the war, who, in the trying events of that stirring time, evolved the germ of every valuable quality essential in good sea-officers, requiring simply to have these methodically disciplined in their advanced grade, in which, however, very few have served afloat!

The present Board has recognised and abandoned this erroneous policy, for many very junior Lieutenants, some we understand contrary to their inclinations, have latterly, and most properly, been placed in commission. Of the number first alluded to, those who, from the activity of their dispositions, their attainments, and zeal for their profession, were most worth retaining, sought employment during a succession of years; but the few only obtained it who possessed private influence.

When the time in commission of ships on the peace establishment was fixed at three years, a common understanding prevailed that all Lieutenants who wished would have a tour of service, and a plan at once so judicious and equitable promised great satisfaction. In practice, however, so little was it adhered to, that Lieutenants of interest were re-commissioned as often as they pleased, to the exclusion of the bulk of their less favoured brethren, all of whom who desired it might have been brought forward by a moderately close observance of the presumed intention. This course would have left ample latitude for the promotion of a sufficient supply of young Lieutenants into death and some other vacancies: especially if concurrently the improvident influx of Midshipmen had been more checked—unquestionably improvident for the service, and, in too many instances, unfortunate for individuals.

By this course of procedure, all volunteer Lieutenants might have been enabled to serve, and with what benefit to the State, in the event of war, may easily be conjectured. In that contingency, the evil consequences of neglecting them would soon become apparent: most of them are in the prime of life, their seniority would place all of them in a high, and some perhaps in the highest standing in their respective ships, and it is with every feeling of respect towards them that we ex-

press a doubt whether, in many instances, they would be found able to discharge the corresponding duties. When placed in this dilemma they would be exposed to painful animadversions, and even to penalties, and the service to delay and inconvenience at an important crisis.

• In this perplexity, as regards the Lieutenant, the most clement Captains would *advise* him to be *superseded*, or to *invalid*—the usual outlets for the weaker party, in cases where, to use fashionable parlance, applied to differences of a more delicate nature, incompatibility of temper renders separation desirable. Captains less considerate might break him for incompetency, partly a result of the neglectful system we have noticed; for the Lieutenant may not have possessed sufficient interest to obtain sea-service, and its consequent experience,—he may often have applied for it, and at last have obtained the Coast Blockade, while it existed, or Coast Guard, both of which were formerly designated, with more of truth than of feeling, “refuges for the destitute.”

Latterly, however, it is observed that the Coast Guard employs some Lieutenants of high naval and even of aristocratic connexions, who indeed now are so numerous in proportion to the modicum of promotion attainable, that they have ceased particularly to obstruct the advancement of the mere unpatronized officer of merit, and stand much in the way of each other. The Coast Guard, however, provided an officer be not attached too long to a station, is more preservative of professional efficiency than the vegetative state of half-pay; and it is worth considering whether some of its economy may not be better adapted to the fact, that it is now chiefly administered by commissioned grades from the Navy. If it were possible to afford the neglected officers a fair opportunity to rub off the rust with which an absence of twenty years, more or less, from their duty, has overlaid their previous fitness, they would be found to possess a sufficient knowledge of it; besides, many of them must have preserved a valuable experimental acquaintance with the Service as it was conducted in a school now voted old certainly (as is every school in its turn), but nevertheless which led the nation triumphantly through the most arduous and protracted life-struggle it ever was engaged in, and witnessed a series of naval successes in which many of those, the neglect of whom we proclaim, bore though comparatively an humble yet not an inglorious part. Now from the course of events, the very great majority of the peace-formed officers have not partaken of similar service. This is not said in a jealous or unworthy spirit of disparagement. On the contrary, it is freely conceded that of officers the Service never possessed so large a proportion of educated and accomplished gentlemen; although, as truly, the mass of the juveniles is too deeply tinged with effeminacy, which, together with the commonly declared aversion among the Middies to the Service, and avowed determination to quit the active scene of it immediately the *parchment* shall be attained, are natural consequences of a *sea-life* more than half of which is passed in port. This too frequent expression of discontent, when viewed in connexion with the unprecedented degree of comfort in which the parties live, sounds strangely to their predecessors, who often, and for many successive months, and in all seasons and climates, perhaps saw but one head-land, living the while on the coarsest ship's fare.



Much, however, of the frivolity we deprecate would vanish before nobler employment, and an order which war would produce at its commencement—namely, to land the Midshipmen's sofas, saddlery, finger and hock glasses, and other luxurious abominations which gradually have been foisted upon them by fond parents and vain Captains\*. With all this luxury, however,—a reasonable share of which is not out of keeping with its increase within the same time in domestic life,—with all this, we feel assured that the laurels of the old school may safely be committed to the care of the new one, until, themselves an old school, but at present necessarily less illustrious, shall make a similar but delegated transfer. The whole Service is under obligations to Sir Edward Codrington and to Captains Dundas and Napier, for their perseverance in drawing the attention of Government to the condition of its officers; but, agreeing generally in their representations of the deceptive aspect of the list of Lieutenants in particular, we conceive that their estimates of effective numbers are much too low. On the other hand, it may safely be affirmed that, if hostilities were to ensue at an early period, the Lieutenants available for service would be far too few to officer the entire naval force, and the subsidiary employments of a state of war. The deficiency would perplex the Admiralty and surprise the country, which, with nearly three thousand Lieutenants in pay, would reasonably have supposed that ample provision had been made in this respect. Now, although the Admiralty may command the services of an officer, or deprive him of his commission if he fail to render them, yet, upon an emergency, where are the emigrants to be sought, and how and where assembled in time? or for what description of naval duties will the great majority of themselves, or of the parsons, lawyers, doctors, or merchants be fit? Again, what sufficient excuse will any of those who are in health be able to assign for not obeying the call? for, as their formal obligation to the state dates from their first commission in its service, so, while this is retained, that obligation, in its active sense, is not vitiated by any subsequent engagement; so that the plea of civil avocations, however well founded in the necessity of their families, may not be admitted; and should such officers be put sud-

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\* In one ship, a few years ago, it was forbidden to wear a round jacket anywhere in harbour; thus placing under the ban of a vitiated taste a garment that is almost classically identified with the Service. Exclusive of convenience, we regard a gentlemanly Mid, neatly, not dandily, dressed in a round jacket, as the *beau idéal* of naval costume. We suppose certain yachting peers and commoners, to whom nature, or age, or good living, has imparted an outline unalterable by art, but which, viewed laterally, resembles the nineteenth letter of the alphabet, to concur in this opinion, although their practice does not strengthen it. Subsequently, on a foreign station, the prohibited article was perhaps unduly elevated by official sanction to be worn under nearly all circumstances; and recently we have seen it in splendid assemblies. These laxities appear quite as improper the other way. As a pendant: we once called on a sexagenarian seaman, and found him in high dudgeon; he had just sent a nephew into a guard-ship as a Midshipman, and on the morning of our call had received a letter from him, requesting some silver spoons and forks, which were represented as indispensable. Uncle, who was both rich and liberal, ended the communication by saying that he now saw plainly that the Service would be ruined; for, continued he, delivering himself of an expletive, "when I was in the ——— with Lord Gardner, there was not a silver fork in the ship. If the boy had sent for a gold marline-spike and an ivory serving-mallet, I would have sent them with all my heart, because then I should have had hopes that he would become a seaman."



denly on the alternative, much confusion and injury to their affairs may follow. Hence, as we have endeavoured to show that the Navy would not be prejudiced by the total withdrawal of officers thus circumstanced, would it not be considerate and judicious to absolve them from the superior tie, where it can be done without expense? We are of opinion that the object of the non-effective Lieutenant desirous of quitting the service, and also that of the effective Lieutenant who might remain, but who wishes to see his condition improved, may be accomplished to a considerable extent without cost to the public—simply by extending to the Navy the practice of commutation. We say costless upon an admission made in Parliament, that Government profits by the commutation of military commissions.

Although, however, this inducement is urged in advocacy of the measure, we beg to express disapprobation of such unholy gains, from conceiving it to be undignified in a government, as a party in such transactions, to do more than save the public from loss. The profit which, in similar bargains, may justifiably be derived by a life assurance office, or other private speculator, ought, in the other case, to be waived in favour of the most needy or selling party. It would be easy to fix an equitable money value upon the commission and contingent widow's pension; and there can be no doubt that many of the officers whose private avocations we have generally noticed, would gladly withdraw from the Navy, and make such an investment of the produce of their commission as would promise a better heritage to their children than is likely to accrue from the original profession of the parent. In most of the colonies the legal rate of interest is high, and the investment of capital on loan productive; but in agricultural or in other speculations, under personal superintendence, it is still more profitable; thus, in the first case, probably yielding an income nearly equivalent to the half-pay, and in the last exceeding it, besides leaving the principal disposable.

It is conceived that the emigration of married officers would contribute a more elevated moral tone to the society of some of the colonies. In the penal settlements, which in other respects perhaps offer most advantages to the emigrant, this ingredient, without which a social system, however favoured, cannot permanently flourish, seems to be much wanted to redeem their high destinies from the wholesale drunkenness and libertinism by which they are fearfully overshadowed. Emigration of this kind may be forwarded by the Government undertaking to advance sufficient money to approved candidates who need it, to carry a settler through the first two or three years of his enterprise. Repayment of the loan, with interest, might be secured on the half-pay by small instalments; besides a *lien* on the grant of land with its improvements, should the settler die before the debt be liquidated.

Reverting to the commutation of commissions for all ranks, we speak advisedly in stating that the opportunity is desired by many officers, and, of course, chiefly by those of the lower grades. About ten years ago, a Commander (now a thriving emigrant) requested permission to commute, and we understood the Admiralty declined consent on the general ground that there was no precedent. Now, what course is more obvious than to create one? As, in the absence of the most exact information, we assume the Government to be the final purchaser, there

seems no greater difficulty in thus dealing with naval commissions than has been experienced with those of the Army, the Ordnance, and Marine corps, where it has been effected with public advantage and individual convenience, whenever the act was voluntary,—and we cannot too strongly deprecate compulsory application.

For several years past, scarcely a Gazette has appeared in which it has not been announced that permission to commute is granted to one or more military officers, of every grade below the rank of Colonel. In many instances the selling officers are therein described as “being about to become settlers in the colonies;” and, as it is believed that none of these were purchased commissions (the Ordnance certainly were not), we have yet to learn with what equity the indulgence can be extended to the Army, and withheld from the parallel Naval ranks. As respects the Navy generally, the withdrawal of those who sold would cause a simultaneous progression of the remainder into and towards the higher rates of half-pay; and thus benefit them essentially, without injury to the Service or expense to the public.

In treating on this subject, it is not supposed that officers of higher rank than Lieutenant are occupied extra-professionally. For those so engaged, but who might not choose to avail themselves of the permission to commute, this measure would not ensure repose; neither would it afford that degree of relief to those who might remain on the list, which on a fair consideration of the case it seems to deserve. For the former class, therefore, a retired list would be appropriate, which would also hasten the progression of the latter to the higher rates of half-pay, the attainment of which, under the present regulations, is almost hopelessly tedious.

In order to make more apparent this disheartening prospect, we quote from a petition signed by several hundred Lieutenants, which is now before the Admiralty, and which prays the Board to consider the actual working of the half-pay regulations, with reference to the intervals passed by officers at present, as compared with the intervals when the regulations were established; and also praying for the removal from the list of *Lieutenants* of nearly 200 officers, who actually belong to a superior grade. The regulations divide the grade into three classes, viz.—the first, which consists nominally of 300 (*minus* 185 retired Commanders), have 7s. per diem; the second includes 700, at 6s. per diem; and the third comprises the remainder, or 1971, at 5s. per diem. “When this scale was established in 1814, officers who then came within the first number had not more than 20 years’ rank. Since that period every year has shown a considerable disparity between the number of years’ service in the relative classes, which (the petitioners humbly conclude) was then taken as a criterion for forming the scale; that disparity has gone on increasing; whereby an officer must now have held his rank 33 years to be placed in the first class, and 25 years to be placed in the second class, the latter officers being some years senior to those who were originally placed on the 7s. list; and a large proportion of officers of 20 years’ rank can have little hope of ever reaching the 6s. list in a less period of time as Lieutenant than the officer who filled the last vacancy on the 7s. list, namely, 33 years: consequently, the great majority of this class must despair of ever living to attain the 7s. list.”

. A striking anomaly, but which is unnoticed in the petition, is, that the lucky wight who was promoted on the 1st of January, 1815, will attain the higher rates at least ten years sooner than the last who was promoted in March of the same year: so that, although about 500 remain between these periods, the previous services of whom it may be presumed are equal, a most disproportionate difference in time will elapse in the realization, respectively, by them of the increase of half-pay. It is not reasonable to suppose that the actual state of the half-pay establishment, in this respect, was foreseen in the paroxysm of national gratitude which prevailed when the existing classifications were formed; or it does not seem likely that the enjoyment of the higher rates would have been made to depend upon the completion of definite terms of service, rather than upon an uncertain and indeterminate succession after death vacancies, which we have shown, as regards the Lieutenants of 1815 in particular, will operate most unequally.

Wishing all possible success to the Lieutenants in their endeavours to obtain the magic shilling, which, in the circumstances of the majority, we can readily believe to be "a subject of deep and anxious expectation," we should have preferred seeing a joint petition emanate from all grades of the Service similarly situated; a combined act, on such a comprehensive basis, would probably meet with more attention. Last year, a petition similar to the one quoted from was presented to the Admiralty, and elicited a kind and sympathizing reply, but "no effects,"—the blessing, but not one farthing. These feelings would have been more unequivocally evidenced by an express proposition in the following Navy Estimates. The Admiralty, by adopting such a course, with whatever result, would have gained a vast accession of confidence from the Service, and would have shared in the grace of success with a majority in the House of Commons, but would have been saved from the odium of non-compliance, which would have rested entirely upon that majority.

We are of opinion, that a fair statement of facts, left to their own merits, unsupported by showy, and, perchance, hollow eloquence, would go to the hearts of that assembly, and obtain a favourable issue. We are led to adopt this encouraging view of this case from one that is somewhat analogous. On the dissolution of the East India Company's maritime service, the Directors, acting no doubt on principles of duty towards their constituents, awarded a scale of compensation to their maritime servants, which they deemed so inadequate, that they threw themselves upon the proprietors, who responded to the appeal in their usual munificent spirit.

The same almost royal corporation permits its late maritime servants who enjoy pensions to commute them at pleasure. It might not be decorous for naval officers to appeal to Parliament; but we repeat the opinion that the Admiralty may adopt that course on their behalf with every chance of success.

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## COLONIZATION OF THE EASTERN ARCHIPELAGO\*.

SIR STAMFORD RAFFLES—than whom it would be difficult to name a higher authority upon every subject connected with the eastern islands—has expressly recommended colonization, and that upon a large scale, as offering the most flattering prospect of commercial advantages, and at the same time as the most effectual method of civilizing the barbarous inhabitants. After mentioning a settlement which the English had formed some years ago at Balambangan, an island on the north coast of Borneo, and which they subsequently abandoned, he points out the causes of its failure—a bad choice of situation and its having been merely a military occupation, without any attempt on the part of the Government to attract the commercial interests. He then proceeds to point out Maladu, a part of the north-east coast of Borneo, a well-known healthy spot, and which, with the advantages of fertility and rich production common to all these islands, has the additional recommendation of bordering upon the lakes connected with the gold countries; that is, the district; the town so called is forty miles distant; but a very large tract of the surrounding country, including Balambangan and Maladu, already belongs to the English, having been ceded to Lord Minto in 1810, at the solemn invitation of the Sultan of Borneo, and after a formal resignation of certain claims on the part of the Batavian Government.

But before we proceed to examine the immense mine of commercial wealth which, under able and efficient management, these islands are capable of yielding, it may be advisable again to advert to the ultra barbarism of that portion of the Malays who, being in possession of the greatest part of the sea-coast, have rendered, and continue to render, the navigation of these seas perilous in the extreme to the weakly-armed trader or distressed vessel. The author above mentioned, who, during five years, was Lieutenant-Governor of Java, and who had previously occupied the same station at Penang, to talents of no common order joined a considerable degree of discrimination and candour. In his, "*History of Java*," published in 1817, shortly after his return to England, he displays, in unaffected language, the rich prize which the English Government, with a facility not common among nations, had lately resigned. Scarcely deigning, however, to waste a word of regret on the loss of an acquisition which had cost us some blood and much treasure, he cites the extensive and lucrative trade which the Dutch had once established at Batavia, reaching towards the east from China and Japan to Kamtschatka, as an example which our very advantageous position in India generally would enable us to follow with every prospect of superior benefit.

In stating his opinion of the Malays, and the best mode of repressing their atrocities, he takes a more favourable view of their national character, and ascribes these rather to their mode of government than to their natural disposition. After describing the flourishing condition of these islands at a former period—their extensive commerce, their wealth, and considerable progress in the arts, attested by splendid ruins still in existence,—he proceeds to inform us that from various causes they have

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\* See the article on the Malay Pirates in our April Number.

fallen into a state of anarchy. In each of the larger islands, and probably in all, there is a sovereign, who is commonly styled Sultan, whose authority, though acknowledged by all as supreme, has become merely nominal, except in his own immediate neighbourhood. The governors, who are frequently Arabs, assume the most perfect independence, and, for the most part, are a living specimen of all that cruelty, extortion, and tyrannical insolence which seems in every quarter of the globe to belong more or less to the Mahometan character. Constantly at war with each other, and grasping at a monopoly of trade, on the one hand, they can only support their power by means of a desperate band of ruffians, whom they are compelled to indulge in every atrocity; and, on the other, their stupid avarice, stimulated as much by the necessity of gratifying this banditti as by their own wants and passions, has, as a natural result, operated to the entire ruin of commerce, and driven the once peaceful trader to become a pirate by profession.

Unfortunately this is a business too congenial to the Malay character, and the Mahometanism which most of them profess, to be either unpopular or disgraceful; on the contrary, the atrocities of these ruffians are celebrated in their songs and at their feasts. "Hence," says Sir Stamford Raffles, "the pirates, as they drive the peaceable and honest trader from the coast, recruit their numbers from the seafaring men to whom he used to give employment. The decay of commerce is accelerated, and the natives retreat into the interior for want of a market; they cease to collect the rich productions of their country, and rapidly sink into poverty and barbarism. The sea and the coast remain a scene of violence, rapine, and cruelty; the mouths of the rivers are held by a lawless banditti, who interrupt the trade of those who inhabit their banks, and capture the vessels destined for the inland towns; the bays and harbours are entirely within their power; and in these smooth seas they are never driven a moment from their stations or diverted by danger from their predatory vigilance: thus they are ever upon the watch to pounce upon the unguarded and the weak, and never fail to take an instant advantage of any of those numerous casualties by which even a ship of force may sometimes be reduced to a state of helpless distress."

But it is not by sea alone that these pirates are a pest to their own beautiful country and a nuisance to the civilized trader and voyager: they often make plundering expeditions into the interior, rob the inhabitants of their property, and, sweeping the soil of its entire produce, carry it off to the sea-coast, where they sell it to such customers as chance may offer. This has, in numerous instances, been the immediate cause of that utter barbarism and savage destitution which is so repulsively conspicuous in most of the inland parts. Notwithstanding the richness of the soil, the natives in despair have ceased to cultivate; and this state of anarchy and violence has existed so long, and been carried to such a dreadful excess, that every vestige of former civilization has expired before its withering influence.

This state of things, which is far from being overcharged, imperiously demands the effectual interference of the English Government, who have important interests to protect in that quarter, and whose influence, properly exerted, may confer a blessing on the wretched inhabitants; first, by insuring to them protection of person and property, which must be preceded by the utter extirpation or dispersion of the pirates; secondly,



by training them to peaceful habits, and a subordination to established laws, which can only be effected by taking possession at once of some considerable portion of the soil adjoining to the sea-coast and of the harbours most favourable for navigation; thereby introducing, incultivating, and enforcing the arts of peace and civilization.

Raffles, Marsden, and others, whose experience enabled them to judge, have noticed the north-east coast of Borneo, above mentioned, as the most favourable spot for the erection of a line of forts, which would at once control the pirates in their favourite haunts, and afford the most central position for commerce. But the first-mentioned writer protests against a mere military occupation: he thinks that experienced commercial men might easily be attracted to form settlements in these parts under the strong protection of an English Government. The immense profits of the Dutch in Java, and the revenue they drew from their eastern possessions, may be tolerably appreciated from a few well-known facts ascertained by Sir Stamford Raffles during his government. What was called the gold and silver trade with Japan returned yearly a million and a half of guilders in pure gold, besides a proportionate quantity of silver and other commodities. Taking advantage of their favourable position, before their wars with the English which have been ruinous to their prosperity in the East, the Dutch were accustomed to range along the whole eastern coast of Asia as far as Kamtschatka, from which latter place they brought the rich furs which are sure to find a market, and to fetch a very high price in China. Marshal Daendels, who commanded for the Dutch in Batavia previous to its occupation by the English in 1810, notwithstanding that the trade had long been crippled, and that all communication between Batavia and the mother-country had been cut off for years, yet found means to clothe, equip, feed, and pay an army of fifteen thousand disciplined troops out of the resources of the island alone, the manufacturing process being chiefly performed by natives under European inspection\*.

Again, as a proof of the attractions to commercial enterprise which these islands would everywhere afford, under the protection of the English flag, we are told by Sir Stamford Raffles that in 1814, when Batavia had been just four years in our possession, the tonnage cleared out at that one settlement was no less than 63,564 tons (European), and of native vessels 9154 tons.

At a time when most of the channels of trade in the Old World are choked up or reduced to a periodical stagnation by competition, and when a redundant population makes it difficult even for people of small capital to procure a decent subsistence in the ordinary pursuits of life, a field of enterprise holding out so vast a prospect of commercial remuneration and employment, and at the same time enlisting the best feelings of humanity in its favour, carries with it its own recommendation. There would be no violation of any right—for either the territory proposed to be occupied already belongs to us by treaty, or it is in the possession of a banditti, the common enemies of mankind, whose only claim to the coasts they occupy is force. Religion itself is interested in the success of such an undertaking as would render English influence paramount among the natives, while the Malays, properly so called,

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\* The manufactures here alluded to were not only the necessary clothing for the troops, but gunpowder, saddles, horse-trappings, &c.



are represented as being by no means so fanatically attached to the creed of Islam as other Mahometans. The Dysachs of Borneo and the natives of the Celebes, Papua, and many of the other islands, are pagans sunk in the grossest ignorance and superstition; the Mahometanism of the Malays themselves is mixed up with much of the same leaven; so that the general spread of Christianity might reasonably be expected as the first and most sacred result of an attempt to raise this miserable people from the state of utter degradation into which they have fallen.

But the first step towards insuring the success of any system of colonization upon a large scale would undoubtedly be to secure, if possible, the friendship and co-operation of the existing Sultan of the island in which it is intended to establish a domicile. This may easily be effected by rendering him such powerful assistance in reducing his rebel subjects to submission as England could supply more readily and effectually than any other power. In every island there is an acknowledged sovereign, usually styled the Sultan, whose authority, though actually set at defiance everywhere out of his own immediate precincts, is nevertheless everywhere nominally acknowledged.

This alone points out the most natural means of establishing some sort of regular government among the natives; and, as the sovereigns, when reinstated in power and restored to their just rights, would be made responsible for any acts of violence committed in their jurisdiction, and assisted, if necessary, in punishing the delinquents, this (if it could be effected) would be a most important step towards the pacification of these seas, and an improved intercourse with the inhabitants. Nor, considering the immense superiority which their arts, science, and discipline must at all times command to our people over insulated tribes of half-armed savages, does this appear at all an insurmountable difficulty. A small squadron, which might probably be rapidly collected from the cruisers who are at present without any direct employment in the Indian seas, would be sufficient for the naval part of an expedition, or which should have for its object to range along the whole length of coast, seize upon and occupy certain favourable stations; destroy the vessels and drive away the inhabitants without distinction, in such ports or lurking places as have become notorious for piracy, and compel all peaceful *honâ fide* traders to obtain a protection from some competent English authority previous to sailing.

This of course must be given them gratuitously; but attended with such forms and precautions as to make the owners responsible for the character and conduct of their crews—at least to lend a clue to the discovery of the authors of any violence. As to any such document from a native prince, it cannot at present be relied on; and as the trader fairly pleads a want of arms for his own defence, the mere possession of these is no actual proof of a piratical intention; so that our officers are often considerably puzzled how to treat the proas they fall in with, even when armed; though a knowledge of the Malay character justifies the belief that when a favourable opportunity offers there is little distinction between the professional and the volunteer cut-throat. It is clear that a very small naval force would be sufficient to scour the open seas; nor would the description of the force so employed be of any great importance: a large ship, as being able to carry and to spare more hands, would be efficient in that respect; but a sloop, or gun-boat,

or cutter, would have the advantage of drawing less water, and being thus enabled to close more readily with the enemy.

The real difficulties of every expedition would, however, belong to the river service ; the storming of harbours, and the like. When it is remembered that the proa is as light as a hen-coop, it is obvious that, to follow them with success into the creeks and corners where they shelter, a light species of flat-bottomed boats, capable, however, of containing a considerable number of men, with arms, &c., would be most efficient in such a war. Every ship or vessel of burden ought to contain one at least of such boats as might easily be constructed for that express purpose. As the Malays not only use spears but bows and arrows, a wooden breastwork, made to ship and unship, would be found useful ; and again, as their vessels are highly combustible, a fireball or two might spare much trouble, and some blood. We have known a Malay pirate, after murdering the entire of an English merchant crew, chased on shore by some men-of-war boats, and ensconce himself so snugly in a position accessible only over the stern, as to cause the loss of several valuable lives, till, after an hour and a half's combat, the happy idea of burning them out of their hives suggested itself to some one, which rapidly and successfully put an end to the battle.

But if a small force by sea would only be requisite, the military part of such an expedition must evidently be conducted on a larger scale. A handful of British troops, supported by well-drilled battalions of natives, may be sufficient to protect the older settlements, where habits of industry prevail, and the beneficence of English rule has been long acknowledged ; but among a people so fierce, perfidious, and utterly barbarous as the Malays, an imposing force would be absolutely necessary ; and though it would be easy to raise African, Cingalese, or even Hindoo regiments for this particular service, yet a considerable portion (say one-third) of the troops in garrison at the head settlement should most certainly consist of British-born subjects. The rest might be distributed in a line of forts kept in constant communication by means of a fleet of small cruisers, which would equally be necessary to the protection and the prosperity of the infant colonies.

It has been shown that the Dutch, previous to their unprincipled quarrel with England during the American struggle, derived a splendid revenue from their eastern colonies. It is not to be doubted, therefore, that a system of colonization such as is here proposed would eventually more than pay its expenses. To assert as much is to take a very modest view of the subject. Forts would be built, but the soldiers would be the principal artificers ; the country would afford materials for *that* purpose ; for the *building* of the requisite Marine ; for the *subsistence*, and perhaps even the *clothing* of the troops ; a very superior description of charcoal, and every other requisite for the manufacture of gunpowder, would be found on the spot ; so that, after the expense of the first outfitting, what remained would be trifling beyond the pay of the men and officers.

We are aware it may be objected that, " As the advantages expected from colonizing these islands are principally commercial, the initiatory trial ought to be made by commercial men ; that the acuteness of such men, improved by experience, and sharpened by an ever-wakeful attention to their own interests, would already have suggested such a plan, if it were at all feasible ; and that Government should never take the



lead in matters of that sort, but content itself with interfering when such interference is demanded and has become necessary." This may be good as a general rule, but in this particular instance it is manifestly inapplicable. Until very lately the East India Company had the exclusive rule in all that pertained to English commerce in these seas; and it is well known that, for prudential reasons, the Company have not only not encouraged, but have resolutely proscribed, anything approaching to colonization, not only on the Indian continent, but in all other places under their immediate jurisdiction. The occupation of Balambangan seems to have been decided on merely for the advantage of a depôt; no attempt was made to allure mercantile adventurers to resort there, either for trade or settlement; and as the spot was found to be unhealthy (the sickness probably increased by the forlorn situation of a handful of men insulated among savages) the place was abandoned in 1775. The flourishing state of Penang is, however, an existing proof of what might be expected from a settlement formed upon a more liberal basis.

But however great the temptations, no individual merchant could think of settling in any of these islands without military protection. Great precautions are necessary, and much risk is incurred even in the rude trade which is at present carried on, insomuch that the rate of insurance is so heavy that only the most venturous will engage in it. No inference can, therefore, be drawn from the absence of all attempts to colonize in former times. But the Dutch made the experiment three hundred years ago, which was attended with the most brilliant success; and though their prosperity suffered an eclipse from external causes, it is probably at this moment reviving in all its splendour. Is there then so little enterprise in the English character that we dare not even make the attempt to follow their example, possessed as we are of means and resources so infinitely superior?

Should the attempt be made, all monopolies must be prohibited; and the protection of his Majesty's Government must in no case be exchanged for the domination of any company (be they merchants or agriculturists), however respectable. The land in Borneo, Sumatra, and most of the islands, is held of the existing sovereign, who is considered as the actual proprietor. In the hands of a company this would most probably become the source of a grievous tyranny, and destructive of every national benefit. The excess to which the Dutch Company carried their monopolies, agricultural as well as commercial, has rendered their name an abomination over all these seas. They compelled the Javanese to root up their coffee plantations, their cloves and nutmegs, restraining the cultivation of these valuable plants to their own grounds, and in like manner contrived to secure a monopoly of some of the most valuable productions, and, among other things, of salt, to the great distress, and in many instances to the utter extermination, of their miserable subjects. In times when Governments were poor, and incapable of any strenuous and permanent attention to distant objects, it was the most obvious policy to encourage private adventurers, who, without any risk to the Government, opened new sources of national wealth. But the exclusive privileges necessarily claimed by these corporate bodies became the source of much future mischief, and are evidently at variance with the maxims and feelings of the present day.

A great part of the land in all these islands is totally unoccupied; far



the greatest portion of the rest, and most of the interior, is wholly neglected by the miserable savages, whose utmost industry proceeds no farther than the planting of rice, paddy, and perhaps a few esculent plants, near their own wretched huts: besides, as we have before remarked, the land belongs exclusively to the Sultan, and, where they have found it to their advantage, is usurped by those robber chieftains who affect to be his deputies; so that an officer commissioned by the English Government would find it a matter of the utmost facility to procure a grant of lands wherever he might judge it expedient to form a settlement. The territory of Banjor Masin was accepted in 1810, at the express invitation of the Sultan of Borneo. As to field labourers, the Chinese abound everywhere, and may be hired at a reasonable price; besides whom, the neighbouring people and natives, in many instances, would be happy to seek refuge under English protection. Sir Stamford Raffles instances several of the Borneo tribes as remarkable for docility and a quiet submissive disposition; he states it as his opinion, that they need only protection for their persons and such property as they might acquire, to become an industrious, thriving people.

In closing the subject, it may not, perhaps, be considered irrelevant to sum up in a few words some of the principal productions for which these islands are famous; a part of these are spontaneously yielded by a soil as rich in internal wealth as in external, and all are capable of being brought to the highest perfection by proper cultivation. Among the minerals are gold and diamonds, copper and tin: rich spices also, of all descriptions, with coffee, cotton, Indigo, sago, and the catzoah, lately become so valuable. Add to these the celebrated bird's nest and bick de mer—no contemptible article of traffic in the Chinese market; opium and musk, from a tree called the rasé; the bezoar (calculus); every species of fruit and timber which the torrid zone claims as its own peculiar growth, together with many trees not found elsewhere,—such as the Aven, from whence they make their sugar; the soap-tree, and others. Dr. Horsfield has summed up more than 1000 plants and herbs indigenous to these islands; sixty of which he styles medicinal. The vine, it is conceived, might be made to prosper, as the climate in the upper regions is even found favourable to English wheat.

Now, when we consider that a country so rich and beautiful, containing within itself a variety of climates, many of which are admirably suited to a European constitution, and whose superficial extent is more than equal to ten such islands as Britain, is thinly inhabited by a few straggling savages, some of whom are actual cannibals in the interior, whilst a variety of magnificent harbours are the residence of a set of miscreants, whose very name is connected with every murderous atrocity that ever was ascribed to robbers and pirates;—reflecting, we say, who these Malays are, and what actual right they possess even to the property of the soil which, in most cases, they usurp, let us ask ourselves a few questions.

First, are not such wretches out of the protection of the law of nations, and could we be offended if some other nation should choose to be beforehand with us in chastising their insolence and occupying their rich territory? And again, would not the beneficent rule of England be eventually a blessing rather than an injury to the well-disposed inhabitants? Has it not proved so in continental India?

And if the question be one of expedience—if it be doubted whether an eastern colony of this description would be likely to prosper,—have we not the example of our own West India Islands—of the Spaniards in Manilla—of the Dutch in Java? Can it be doubted that merchants would prefer buying the various articles of trade without risk of their own countrymen, rather than seek them, with much personal danger and with great expense, from a Malay, at a price enormously enhanced by the rapacious hands through which the property has passed? And can it be doubted that individuals would be wanting inclined to accept lands in so rich a territory, on such terms as Government might think just and necessary? One additional reason why Englishmen have not been found so generally willing to naturalize in these regions, may be found in the description of persons who are the principal English residents. They are almost universally gentlemen, civil or military, tied by only a temporary interest to the country, and eager to return to the polished society of Europe, and resume their proper station. But the case has been far different where men of an humble grade at home, but possessed of a small capital, and industry and energy to improve it, have acquired opulence out of their native country. These have become men of consequence in their actual abode, and seldom betray a wish to give up the luxuries they have hardly acquired, in the vain hope of assuming a station in that sort of society at home, for which their former lives, however useful to themselves and their country, have totally unfitted them.

But the honour of England, as well as her interest, is materially concerned in extirpating the hordes of pirates who have so long infested these seas; slaughtered our countrymen, and plundered their property whenever an opportunity offered; insulted the sacred Flag of Britain; and, except where the valour of our countrymen has repulsed their attacks, have universally escaped with entire impunity. Every packet brings the report of some fresh atrocity;—crews slaughtered; ships run away with; boats' crews attacked and insulted;—to demand redress of their nominal Sultans is useless; they cannot, even if they *would*, accord it. Such a state of things loudly calls for the effective interposition of the English Government. Without invidiously alluding to the Indian Government, which has probably enough on its hands, many reasons might be given why, in this case, his Majesty's forces and the national Government would be preferable. Raffles, Marsden, and many other officers, of experience, have suggested the policy of erecting a line of forts, and establishing a suitable Marine on the north-east coast of Borneo. This would be a central spot for trade, looking either to China and Eastern Asia, Europe, India, or the Islands themselves, including Australasia, and would be a *point d'appui* from whence we could with more facility root out the pirates, destroy their settlements, and compel them to resort to orderly and industrious habits. The most sacred rights of humanity—religion itself—combine with the strongest motives of “national policy in pursuit of national interests,” to suggest such an attempt. We are now in profound peace, and have full leisure to attend to its execution; and nothing but the most unpardonable apathy can prevent its final success.

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## SKETCHES OF MILITARY LIFE IN INDIA.

BY A KING'S OFFICER.

## No. III.

At the period of which I am writing the Kānpūr division of the Army was commanded by Major-Gen. Sir Samuel Ford Whittingham, of whom I may be permitted to say that he was equally respected as a soldier and esteemed as a member of society. Advantage was taken of the cold season to brigade the troops assembled at the head-quarters of the division. As the ground in the vicinity of the infantry lines was too circumscribed to admit of brigade manœuvres, it was deemed advisable to form a standing camp on the nearest eligible spot. How far the selection was judiciously made will afterwards appear. Accordingly, early in November, we marched out of cantonments, and encamped on an extensive plain, distant about five miles. Here we were brigaded with three regiments of native infantry. At first, and so long as the weather continued fair, we passed our time pleasantly enough; anything in the shape of variety was welcome; though, with the exception of living under canvass, which made it dreadfully hot by day and bitterly cold by night, the change was merely from a dusty road to a dusty plain.

The idea of a camp is always connected with something stirring and animated; but in India, a stranger arriving on "the tented field" during the heat of the day would fancy it was depopulated. Not a soul is visible, except perhaps a solitary straggler in the bazaar which attends upon the regiment for the convenience of the native servants and camp-followers; not a sound is to be heard save at intervals the gong in front of the quarter-guard ringing out the hour, or just at noon the short impatient neigh of the Arab picketted hard by, expectant of his feed of grain\*. The insufferable glare from the white tents drives everybody inside; all doors are closed, and the half-naked inmates stretched on their couches invoke the god of sleep to aid them through the most disagreeable portion of the day.

Towards sunset some signs of life would show themselves, and parties were formed in the streets for quoits. In the evening, if a regimental parade did not interfere, we mounted our horses to explore the neighbouring country, or rode into cantonments. An hour before daybreak the regiment was formed on its private parade, from whence we had upwards of a mile to march to our ground, where the four regiments were drawn up in contiguous quarter-distance columns. Here we stood with cold fingers and noses till the light enabled us to discern our respected chief, amidst his staff, riding across the plain from cantonments; his portly but soldier-like figure towering over the sturdy "Admiral," his favourite Cape horse.

Operations now commenced, and for three weary hours we trudged over ground which was certainly none of the smoothest. Of every description of drill, brigade-exercise is confessedly the least interesting.

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\* A description of pea, which constitutes the food of horses in India, and is substituted for oats, which are rarely met with.



Deployments are always tedious ; but where as a flank regiment (which was our case) you have to start and pace off the distance of three regiments as well as your own, the monotony of the occupation rebels against the most deeply-rooted *esprit de métier*, and at every clod of earth which the hapless subaltern stumbles over, his visions of "pomp and circumstance" are rudely interrupted, whilst with the increasing fervour of the rising luminary his zeal oozes out at every pore. The dust likewise rose so plentifully, that an hour sufficed to assimilate us all in appearance to millers, the men's pouches becoming as white as their belts. This merely entailed on us the necessity of a bath as soon as we arrived in camp—a luxury which we appreciated not a little after a march in the sun at nine o'clock. The exercise kept us all in excellent health and spirits, and gave us a ravenous appetite for breakfast, such as the indolent and inactive in India never dream of.

The — Light Dragoons and — Native Cavalry, at that time stationed at Kânpur, were likewise occasionally manœuvred in brigade. On one occasion, that of a review, a trooper having been thrown, his horse immediately dashed at the crowd of carriages and horsemen assembled round the General, much to the consternation of some of the non-combatants on the Staff, whose zeal, outrunning their discretion, had prompted them on this occasion to swell the mounted cortège of their chief. The troop-horses of the cavalry in India are few of them as gentle as lambs, and those of the country breed are notorious man-eaters ; it being a common occurrence for one of these brutes to throw down the man who may be grooming him, kneel on his chest, and take a mouthful or two out of his limbs. The steed who had just now been fortunate enough to disencumber himself of his rider came open-mouthed towards the group of Staff-officers. The General's *sâises* (grooms), armed with long spears, which they usually carried, drew up round their master ; but every one else had to shift for himself. Some adopted the prudent plan of dismounting and holding their horses ; others, not knowing what to do, sat still, content to take their chance ; but wiser than all was a portly medico on the Staff, who, abruptly parting with his charger, was descried struggling in an agony of haste to thrust himself through the door of his chariot, which was luckily at hand, having conveyed to the field his loving spouse to witness the warlike exploits of her better half. The much-dreaded quadruped now betook himself towards his stable, and relieved the modern Esculapius from further apprehension.

Towards the end of the month we experienced some rather unseasonable weather, in the shape of frequent storms. At length the rain set in in good earnest, and poured down for a day and a night uninterruptedly. The following morning our camp was anything but a *standing* one. I awoke with my tent nearly knee-deep in water ; my boots and divers other articles were floating round me. Hastily dressing myself on my bed, I looked out through the door-way of my tent ; the prospect was as cheerless as need be : the rain was still falling in torrents ; I could discover scarcely three tents standing—the rest had fallen during the night upon their occupants, and were settling into the mud. Any attempt to pitch a tent again would have been fruitless, for not a peg would hold ; so that the men had no alternative but to roll themselves up the best way they might, whilst the officers crowded

into the few tents of such of their comrades as still retained their perpendicular; every one, sulky and shivering, making the most of his miseries. Although my tent was still standing, the only dry spots in it were the top of the bed and the table; I therefore seized the offer of a seat in a buggy about to start for the cantonments, and summoning a couple of servants, they carried me to the road, and deposited me in the vehicle. In the mean time the state of the camp was reported, and orders were forthwith issued for the return of the troops to their barracks. In the afternoon the muddy brigade marched into cantonments, cursing the Quartermaster-General for having selected so *eligible* a spot for an encampment.

Shortly after, our gallant Commander-in-Chief, Lord Combermere, reached Kânpûr, on his tour through the upper provinces. His arrival not only cut out occupation for the military, but gave a fillip to the society of the station in general. A succession of balls and an amateur play were the results. The infantry brigade was inspected by his Lordship, for which purpose the regiments composing it were marched to the ground in the vicinity of their old encampment, which was still partially under water. This only entailed on us the necessity of perhaps walking through a pond, or taking a running leap at a rivulet. But the native troops suffered a greater inconvenience: the Sipahis wear a peculiar description of shoe, or rather slipper, for it is so large as to enable the foot to be introduced with ease, and, being without any fastening, the wearer can divest himself of it with equal facility; the consequence of this was that, in trudging across the muddy plain, the Sipahis "left (not their tails but) their shoes behind them." As I never visited this spot again, I know not whether the fields thus sown produced in due season a plentiful crop of brogues, but the possibility of such an occurrence was hinted at the moment, and certainly afforded no little merriment to our men.

In the beginning of the year 182- theatricals at Kânpûr were at a discount. The state of the drama was truly deplorable. The building devoted to Thespian exhibitions was small, inconvenient, and in a ruinous state. The *corps dramatique* was composed of men of the — Dragoons, some of whom were by no means devoid of ability; but the most strenuous exertions of the more able amongst them could not counterbalance the shock which the feelings received in contemplating the awkward giants with splay feet, gruff voices, and black beards copiously powdered with flour, who were wont to personate *Lydias* and *Leonoras*. Here nothing was left for the imagination to work upon—the abominable reality forced itself most cruelly upon the most indulgent of critics and the least fastidious of spectators.

But a new theatrical era was dawning at Kânpûr. A public-spirited individual, by the irresistible argument of an excellent *tiffin*\*, convinced a dozen admirers of the histrionic art of the propriety of meeting at his house to cast an amateur play. Everything now went on swimmingly. Play succeeded play. The amateurs formed themselves into a club denominated the "Strollers," and numerous were the merry reunions after rehearsals, and at the club dinners which were held once a month.

\* *Tiffin*, corrupted from the Persian *tufannun*, used by the Anglo-Indians to designate the mid-day meal. ;

The surviving members may perhaps occasionally look back to the cold season of 182- 182- at Kânpûr, and dwell with satisfaction upon the recollection of the mirth and good fellowship which distinguished the meetings of the "Strollers" in the ante-room of the assembly-house, where a temporary stage was erected, after the destruction by fire of the old building before alluded to.

The season of 182- was at Kânpûr the hottest within the memory of the oldest residents. By day and night alike the heat was insufferable, and the mortality amongst Europeans was proportionably great. To add to the inconvenience of climate, general courts-martial were then more than usually numerous. This is a duty the irksomeness of which is severely felt in India from the necessity which it entails on the members of sitting during the hottest part of the day closely buttoned up in a coatee—a garment but seldom worn in India, as it is entirely superseded upon all ordinary occasions of duty or pleasure by the shell-jacket, a costume far more appropriate to the climate. The Company's Army sacrifice a military appearance still more to comfort, for during the summer months the officers are permitted to attend parades in white cotton jackets, an indulgence which, by multiplying the varieties of costume, may have given rise in both armies to a latitude of interpretation on the subject of dress, which has eventually claimed the notice and called for the interference of the highest Indian military authority. Thus, in a General Order published by Sir Henry Fane towards the close of the year 1835, we find him reprobating the custom which he had observed to obtain amongst the military at the Presidency, of blending a civil with a military costume, instancing the discrepancy of uniting the round hat of the civilian with a regimental frock-coat, or sporting a regulation-sword in conjunction with shoes adorned by bows of ribbon.

Sir George Walker, too, when Commander-in-Chief at Madras, felt it incumbent on him to intimate to the Army, or to all such as it might concern, that officers were at liberty to discontinue forthwith the cultivation of corkscrew ringlets; and still further that he was pleased to dispense with the use of side-combs by the officers in the Army which he commanded, as he was unable to appreciate their utility or expediency in any military point of view.

This incongruity in the dress of the military in India is not, however, an affair of recent origin: as long ago as in 182- I recollect seeing on the race-stand at Kânpûr a gallant Captain of Native Infantry arrayed in what might certainly be styled a fancy dress. Around his portly person was buttoned a multi blue surtout; cotton web tights and Hessian boots encased his nether man; a pair of field-officer's spurs garnished his heels, whilst wisdom's seat was decorated with a full dress regimental cap and feather. "Mais nous avons changé tout cela," and the light of improvement has shone as brightly, and with as beneficial effects, in India as elsewhere.

This period at Kânpûr was likewise marked by two military executions. The most remarkable instance was in the person of a serjeant, attached to the department of public works. This man, under the influence of some imaginary grievances or groundless suspicions, went at dusk in the evening to the quarters of Captain —, the executive Engineer of the division, with a sword concealed about his person.



Having sent in word by a servant that he wished to speak with Captain —, the latter came out for that purpose, when the serjeant assaulted him, and inflicted several severe wounds upon his head and back. Captain — eventually recovered; the assassin was tried by a general court-martial, and deservedly sentenced to be shot to death. The criminal, until this occasion, had borne a good character, and was in education and manners superior to his station in life, as I had an opportunity of ascertaining shortly before his execution. He was a prisoner in the main-guard, and I chanced to be the officer on duty when he sent word by the serjeant that he was desirous of making his will. In compliance with this request, I caused him to be brought from his cell to the officers' guard-room, and furnished him with writing materials. He quickly finished a task which, however gratifying it may be to one, who, strong in the hope of the life to come, may have an abundance of the wealth of this world to dispose of, and numerous deserving objects upon whom to bestow it, is yet but an unpleasant sort of pastime for the majority who are differently situated. The document by which the prisoner disposed of his trifling personal property having been completed, he inquired touching the probable time of his sentence being carried into effect, which I believe was not made known to him until the day previous to that fixed upon for the execution. As I did not check his disposition to communicate with me, he continued to converse for some minutes on the subject of the offence he had committed, and its fatal consequences to him. Atrocious as his crime was, I could not refrain from compassionating a man who had been hurried away to the commission of an act at variance with the tenor of his life by the violence of his feelings and the infirmity of an unhappy temper not habituated to control. The impression this conversation left on me was such that when, on the morning of his execution, I observed him kneeling on his coffin, and then watched the provost-marshal, after bandaging his eyes, step aside to give the fatal signal to the firing party, I experienced sensations which I found it difficult to overcome.

The troops breaking into columns of subdivisions marched past the corpse. The deceased was prostrate on his back; a large portion of his skull had been shot away, from whence the brain was protruding; from three dark spots on his breast and side his life-blood was welling out in crimson streams over his white dress, affording a fearful spectacle, the remembrance of which long outlasted the sickening horror which it occasioned at the moment.

And here I would make a few remarks touching military executions in general, for it has been my lot to be present at several, which were all conducted much after the same manner. I would ask why should so much pains be taken to impress upon a military criminal, more than any other, the horror of his situation? Why, during his last moments, should his mind be distracted by the rehearsal of a funeral pageant, and his firmness tested by unnecessary trials and the display of all the attributes of death? Wherefore, I would inquire, is the victim, whose strength is impaired by confinement, and his nerves shattered by remorse and anxiety, required to march in procession round an area enclosed by perhaps 4000 troops, and this too at the slowest possible pace—such a pace as may be appropriate to the Dead March in Saul, which the band is playing, to prevent him, I suppose, from hearing any

observations which may be addressed to him by the Chaplain who walks at his side? Is it necessary, or even desirable, that his coffin should be paraded under his eye, or that a provost-marshal, armed with pistols, should infest his presence? Again, when the crisis approaches, wherefore prolong the agony of suspense by reading to him, in addition to the charge on which he has been tried and the sentence of the court, a string of documents, such as the warrant for the execution, division and station orders, &c. &c.? Is it that we hold the opinion of Molière's physician, that it is very satisfactory to the patient to die "*selon les règles*"? Surely a suitable opportunity is afforded for reading to the prisoner whatever is necessary to be communicated to him when, a day or two previously to the execution, he is warned to prepare for death. It will not be argued that all this pageantry is necessary to impress the example more forcibly upon the troops who are compulsory spectators of the scene. The mere circumstance of witnessing the execution of a fellow-creature, and still more of a comrade, divested of any extraneous forms *got up* for the purpose of giving effect, will suffice to act upon the minds and hearts of all such as are susceptible of any beneficial impression. And can it be supposed that to the callous, the indifferent, or the hardened offender, the mere addition of empty forms, the mingling, as it were, melodramatic situations with the tragedy, should have the important effect of either terrifying or reclaiming him?—No. This should be reformed. It is enough that troops should see the sentence of the law carried into effect stripped of unnecessary barbarities, and that the prisoner's crime, the opinion and sentence of the court, with the remarks of the approving authority, should be read (as they now are) on the private parades of regiments.

As a shooting country, the vicinity of Kânpûr is held in little estimation. By crossing the Ganges to the Oude territory, peafowl, partridges, and quail may be found; but the keen sportsman should make an excursion towards Bundulkund, where he may be accommodated with anything, from a snipe to a tiger.

The Kânpûr race-meeting of February, 182-, was the most remarkable in its annals. It continued for alternate days during three weeks. Some of the most noted Arabs on the Indian turf here measured their powers. The race-funds were ample, and held out such inducements that crack horses were allured from distances which would put to shame the most travelled of English racers. Nor was there any lack of hack races on each day of the meeting, which were chiefly concocted at the ordinaries held on the night preceding each day's running. Here embryo members of council and unposted Ensigns ambitious of sporting celebrity, under the genial influence of a good dinner and champagne *à discrétion*, in the fulness of their hearts, which was sadly contrasted with the emptiness of their purses, freely backed a superannuated buggy mare, or half-starved tatter (a pony), against a foundered broken-winded importation from the emporium of Messrs. Tulloch or Leyburn.

The condition of "owners riding" conduced materially, in some instances, to the mirth which these exhibitions excited. In India the necessity of avoiding exposure to the mid-day sun requires that the races take place early in the morning, commencing generally before sun-rise. Those who in India are in the habit (and who is not?) of



witnessing that most exciting of all public amusements, are soon initiated into the sudden and disagreeable alternation from cold to heat which occurs on these occasions. On arriving at the race-stand, where the floor is covered with straw and a carpet, you may incase yourself in upper Benjamins and cloaks innumerable, and still fail to guard against the bitter cold of the morning; but in three or four short hours, when the sport has terminated, the heat, glare, and dust become almost insufferable, and you hasten home to divest yourself of all but an undergarment.

Towards the close of the year, the regiment to which I belonged received a route for *Gazipûr*. We were the scape-goats of an arrangement which it was deemed necessary to make, and accordingly we marched from *Kânṣûr* to occupy a station on reduced allowances, an exchange which on the first blush seemed anything but desirable.

The country which we traversed was uninteresting enough. The chief annoyance which we experienced was from the thieves, who were more than usually expert. Guns, watches, and wearing apparel, were nightly abstracted from our tents. All these thefts occurred under circumstances which would appear most unfavourable to the professors of the art of clandestine appropriation; for, setting aside the danger of entering the camp, the officers' tents were all of small size, and generally had two occupants, in addition to which six or eight servants slept outside, round the tent walls. From the latter, however, not much was to be expected, for the heaviness of their slumbers is notorious. Their somnolent faculties are decidedly of the highest order, in proof of which I can adduce an incident which occurred on this march, and afforded not a little mirth at the time. One cold morning, soon after the General had beaten, one of our subs. was bolting his coffee, and, on inquiring for his accustomed sandwich, his *khidmutgar*, with dismay depicted on his countenance, announced that the wished-for edibles were not forthcoming, adding, in proof of his zeal, "Last night, after preparing sandwiches for the presence, your slave wrapped them up and placed them under his head, in order to secure them against accident." But even this ingenious domestic's excellent device of making a pillow of his master's sandwiches availed not. The drowsy idiosyncrasy of his race rendered the scheme abortive. The rogues abstracted the treasured morsels, and the *dénouement* of the tale rendered all parties more careful touching the nocturnal disposition of their morning repast. I thought I observed, notwithstanding, that ever after sandwiches were at a discount.

As a camp in India is a favourite theatre for gangs of thieves to exercise their vocation, it is usual to take the precaution at night of removing everything to the outside of the tent, and after collecting the articles on one spot to give them in charge of a sentry. This, indeed, is the only effectual mode of guarding against the skill and daring of these nocturnal depredators. When a regiment is on the march, it is incumbent on the *darogha* of the nearest village to supply a sufficient number of *choukidars*, or watchmen, for this duty. They were on several occasions sent unasked for into our camp; but were invariably dismissed immediately by our much-esteemed chief, who perhaps felt some scruples in entertaining a body of raggamuffins for the purpose of taking charge of the camp of his regiment.



At Kurrah, formerly the site of a large town on the banks of the Ganges, about half-way between Kânpûr and Ullahabâd, the number of Mûssulmân tombs is remarkable. The hillocks on each side of the road are thickly studded with them, of all shapes and sizes. Exaggeration has represented their number as amounting to a lāk, or 100,000.

A few marches more brought us to the neighbourhood of Ullahabâd. We encamped about four miles from the Ganges, and at nearly an equal distance from the fortress. On the following morning we timed our start so as to arrive on the bank of the Ganges at day-break. To cross a broad river, even where the current is not very strong, is by no means a matter to be quickly accomplished by a regiment with its Indian marching establishment of tents, baggage, cattle, and camp-followers; and in this instance the means of transit were not provided for us as liberally as might have been wished. We found only twenty-five boats of various sizes prepared for our reception; of these six were furnished with rough decks or platforms for the reception of the wheeled vehicles. Leaving a strong fatigue-party with the baggage, the remainder of the regiment was embarked in successive detachments. The river at this spot was divided into two branches by an extensive sand-bank or island, which increased the trouble and delay twofold.

The elephants alone, with their usual sagacity, appeared to understand their business, and, when unladen, quietly entered the stream to the number of about forty; the naked mahout (driver) crouched upon the neck of each, a position which, when the elephant commenced swimming, was exchanged for that of standing on his back or shoulders. It was a noble sight to observe these monsters enter the river in a line, advance cautiously until they got out of their depth, and then, responding to the encouraging shouts of their drivers, strive who should first reach the opposite bank.

One elephant only refused to cross; he was the largest in camp, and on getting out of his depth, he turned back, and was alike insensible to the persuasions and blows of the mahout. After some time, two other elephants were brought back, in order to overcome his resistance by force, but he proved more than a match for them. Divers other expedients failed, but he was eventually crossed some miles below, where the water was sufficiently shallow to allow him to ford the passage. The most difficult subjects to manage were the bullocks, some of whom entertained a most rooted dislike to a boat as a mode of conveyance. With such the only means of persuading them to enter was by tying one rope round the horns, and stretching another across their hams. When thus brought to the gunwale of the boat, there was little choice left to the unfortunate but to leap in. If still refractory, a heave from behind elevated our friend's posteriors, and insured his throwing a somerset into the appointed receptacle. Horses in India are so much accustomed to crossing rivers in ferry-boats that they rarely give trouble.

The second branch of the stream which we had to cross was much narrower than the first, and the current more rapid: here the experiment of swimming a horse across having succeeded, the example was followed by many others. I was crossing in the afternoon in one of the last boats, with a cargo composed principally of camp-followers, women, and children. Several horses were at this time in the stream; amongst

them was a pony whose violent struggles and plunging attracted my attention ; he frequently disappeared for an unusually long period, and at length came to the surface without his rider. At this instant the wife of the latter, who happened to be a passenger in the boat, and had been a silent but attentive observer of all that had passed, uttered a piercing shriek, and fell down senseless in the boat. Three of the crew immediately leaped overboard, and struck out for the spot where the poor fellow had disappeared, but he never rose again, having probably received a kick from the pony.

The tedious business of crossing the Ganges was now accomplished, and we had no other river intervening between ourselves and our destination, save the Gûmtî, over which a bridge of boats of a most primitive construction had been prepared for our accommodation. A bridge of this nature, by which troops cross all the smaller rivers, is merely the work of from twelve to forty-eight hours, according to the breadth of the stream, and the facility of obtaining materials. The latter is the principal consideration. If boats are procurable on the spot, and if the bank of the river is wooded, twelve hours' labour suffices for the formation of a bridge, over which heavily-laden wheeled-carriages and camels with their burdens will pass. Elephants must always be unladen, and passed "à la nage." It must be recollected that the workmen employed are natives, that the labour is forced, and in many instances, I fear, rendered gratis. A communication is made from the collector of the district to the nearest *thannah* or police station : the *thannahdar* is directed to have a bridge constructed by a certain day. By virtue of his all-powerful brass badge of office, and armed with the collector's document, he forthwith causes his *chuprassis*\* to seize upon as many as may be required of the boats in the neighbourhood ; the crews are directed to moor these compactly together, up and down the stream, and all their supply of bambûs for oars, masts, &c., is cut up as a ground-work for decking the boats, and forming a road. Another squad of *chuprassis* collects all the idlers of the adjacent village, and if *they* are not numerous, others are compelled to quit their respective occupations to perform the *sirkar-ka-kâm*†. Remonstrance is unavailing. The most clamorous, perhaps, receive the pay of a *kûli*‡ ; others get a feed of rice, and some not even that. Yet, when once the work is commenced, it progresses rapidly : by dint of encouragement, threats, and an occasional resort to the *argumentum baculinum*, every one is kept in employment. Two squads are told off to cut a ramp in each bank of the river leading to the bridge-head ; another party carries the *déblai* and throws it upon the boughs of trees and straw which have already been laid on the cross bambûs of the boats ; a third division is employed in hewing branches of trees ; a fourth in transporting the same ; and a fifth, generally the crews of the boats, receive and arrange the materials. I know not upon whom devolves the duty of dismantling the bridge when it has served its temporary purpose, but I have little doubt that the same individuals who construct it are permitted the indulgence of undoing their handy-work, and upon the same liberal terms.

\* The wearers of a *chuprass* or badge, which distinguishes all the subordinate employés of Government.

† Government work.

‡ The lowest description of day labourer.

## STORIES OF GREENWICH. BY A MODERN ASMODEUS.

## No. III.

## FESTIVAL DAY CONTINUED.

“THE next morning at daylight the vessel got under way, and proceeded down the river to her ship, the old Sandwich, the guard-ship at the Nore; but we did not reach there until the next day, when, at about eleven o'clock in the forenoon, we got alongside, and the pressed men were handed up, and sent aft to be mustered. For all my troubles, I could not help being pleased with the fine ship I was on board of, and I looked with wonder at everything around me. The largest ship I had ever seen before was a merchant ship, and I, of course, thought nothing could be larger. What surprised me most was the immense size of the masts, and then the great ropes which supported them, and I couldn't think how they got there; but they didn't give me much time to think.

“My name was called over, and, after inquiring my age, trade, place of birth, &c., I was ordered to go below to the Doctor, to be overhauled. I kept on telling the people I was an apprentice, but everybody turned a deaf ear to what I said; so I went down ladder after ladder, with the other men, and thought I was going into the other world. At last I got into a dark place—the cockpit—and was waiting at the bottom of the ladder for my turn to go into the cabin, when suddenly I felt myself pulled backwards on the ladder, but I soon got loose again, and, putting my hands behind me, found my coat tails clean gone, entirely—the coat that cost me near three pounds, and nearly new. I saw a lot of fellows grinning like a parcel of monkeys behind the ladder, and I swore I would complain of them as soon as I got on deck; and so I did. I went up to the First Lieutenant, and when I told him my story he put on a face as grave as a judge; and, said he,—‘My lad there is a set of fellows about this ship that will steal your teeth while you are asleep if you don't keep your mouth shut, and I advise you to be very careful; but,’ said he, ‘if you can only point out the man that cut off your tails, he shall be severely punished for it.’ But, as I could not do so, I was obliged to put up with the loss.

“The men served me all manner of tricks, such as turning my hammock inside-out, and sending me on fools' errands, &c., until at last I was fairly broken in. I took it all good-naturedly, and they soon left me alone: but there was one fellow, much taller and older than me, who, one morning, washing decks, thought proper to heave a bucket of water over me, for which I knocked him down; and, as we could not fight on deck, we had a turn-to below, directly after breakfast. This fellow thought I knew as little about using my fists as I did an oar, and therefore made sure of an easy victory. We got forward in the eyes of her, and I had my second, and the other man his, and we stripped. I was not at all afraid of him, for I had studied boxing with one of my companions, and in five rounds I turned up my antagonist with as fine a pair of black eyes as he could desire. I received great praise for this,



as Dick Jones, for that was his name, had carried it all his own way for a long time.

"I had not been aboard the *Sandwich* more than a fortnight, when I was drafted into the *Venus*, Jonathan Faulknor, cruising in the Channel. Being a smart active young fellow at that time, they did not long keep me as a waister, but stationed me in the fore-top; and I soon became as happy and nimble as any of them. I wrote several letters to my master and Betty. My master told me he had applied to the Admiralty Office for my release, but had not got any answer; and Betty told me that some of the silver spoons had been missed from the house the night I was there, and that I was accused of the theft; but she said she did not believe it was me who stole them. She said her master had forgiven her, but turned the cook away: so I thought, all things considered, I had better stay where I was. I had been in the frigate about five or six months, and liked the business nearly as well as trimming hair, for we were making a few prizes, and I began to think I might make a fortune at it: but at that time I had never seen the way the prize-money was paid—there's not much as sticks in the splinter netting\*.

"We cruised some time in company with the *Nymph*, and fought the first action in that war. And though we couldn't manage to secure our prize, yet we did more than any one could expect; and perhaps, if the rights were known, we deserved as much or more credit than the *Nymph*; and our Captain deserved as much to be knighted as Captain Pellew did. There was never a better man stepped aboard a ship than Captain Jonathan Faulknor—nor a braver one."

"Wasn't there some law business between your Captains?" asked Peters, interrupting him. "I think I remember some dispute."

"Yes, there was," replied Johnson, "and I'll tell you how it came about. Our Captains thought that, as we cruised in company, it would be as well to enter into an agreement to share prize-money equally, whichever ship took the prize, and the ships' companies accordingly agreed to it; but a day or two after we had fought the action with the *Semillante*, the *Nymph* joined us, and ordered us into port. So Captain Pellew thought that, as we had got our whack, the agreement was at an end, and when he took the *Cleopatra*, wouldn't let us share for her—that's how it was."

"I never knew any good come of those agreements yet," said Peters; "there's always sure to be some quarrel or other come out of them; but come, let us hear about your action with the *Semillante*."

"The latter end of the month of May, ninety-three," continued Frank, "nearly three in the morning, at daybreak, we saw a sail on the weather-beam (the *Nymph* had parted company from us, in chase, a day or two before), and we soon made her out to be a large French frigate. She bore up and ran down to make us out, and seeing as tight a little frigate as ever swam in salt water, she hauled to the wind again, and hoisted English colours; but we knew what she was well enough.

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\* It was a common saying among the men, as my nautical readers may know, that the clerk who paid the prize-money went into the main-top and hove the money down on the splinter netting, when all that went through was for the officers, and the rest for the men.

Well, we made all sail in chace, and cleared for action, determined to let them see how well we could handle our guns. She allowed us to come up with her, though she was able to sail round us for that matter, and at a little before four o'clock, of a fine summer's morning, we commenced a running fight with her; she still keeping the weather-gage. She kept just about a point before our beam, and being able to choose her distance, had a great advantage over us, because you see, her guns were eighteens\*, and ours only twelves; and our short carronade would hardly reach her, while every shot of hers told. But as the wind fell light, she broke off, and we got a little nearer; and, after fighting her for two hours and forty-five minutes, she hauled down her colours†, and expected us to take possession of her, and accordingly we ceased firing; but we had not a boat that would swim, and our masts were so much cut that we expected them to fall every minute; and she, seeing us as bad off as herself, made sail across our bows and rehoisted her colours. 'Put the helm up,' said the Captain, 'and give her another broad-side;' which we did, but seeing two strange sail to leeward, our Captain thought we had better refit our rigging, and fish our masts, to get ready for a new customer.

"We afterwards heard that our prize got into port again with a good deal of difficulty, and not without the assistance of the crew of an English letter-of-marque she had on board, who were promised their liberty if they lent a hand to save the ship—she had five-feet water in her hold.

"As soon as the action was over Captain Faulknor called all hands aft, and said to us:—'My fine fellows,' said he, 'you have all done your duty like true British tars, for you have made a large forty-gun French frigate surrender to you, and I only wish I was in a condition to chase her; but,' said he, 'it seems here's something else for you to do; there are two strange sail astern, and I suppose them to be the companions of the ship we have just beaten. I hope, my lads, you won't give the ship away, but stick to her as long as she will swim.' With that we gave him three hearty cheers, and then turned to with a good will, got the lower-yards down, fished the lower masts, knotted all the rigging, rove new running-gear, and bent new sails; and by night were all as fresh as ever, and clear of our enemies: fortunately it was nearly calm all day, or our masts must have gone."

"How many men did you lose?" asked Peters.

"Why," replied Frank, "we had not quite two hundred men aboard when we commenced the action—no marines at all—and out of them we lost about thirty-five killed and wounded; while the French frigate lost more than double that number. Ours was one of your small twelve-pounder frigates, and we had only *thirty-four guns in all aboard*, two of them twenty-four-pounder carronades, and good for nothing. The *Semillante* was nearly as big again, had more than three hundred men, and carried forty guns. So that I say our Captain deserved as

\* This is disputed, with what justice I do not know—it is said they were twelves.

† This is a fact which all our Naval historians have entirely omitted, but there are two men, eye-witnesses, who positively assert it—they consider the *Semillante* was their lawful prize.

much praise as Captain Pellew: but just because we didn't bring our prize into port, all our reward was lost\*."

"That's just the way," said Peters; "John Bull always liked to have something to look at, and then he made sure it must be a great victory. One prize at Spithead gave him more satisfaction than to know that half-a-dozen were in the bottom of the sea. There was many an officer during the last war who, notwithstanding he did the most gallant actions, yet, for want of being *lucky*, all his good deeds were forgotten."

Here Peters gave a sigh, as if he spoke feelingly.

"But come," said he to Johnson, "let us think of something else: did you ever see Betty any more?"

"Oh, yes," replied Johnson; "I saw her some years afterwards, and found she was a wife, as I told you before, to one of my companions at the ball."

"Ah, them women are a deceitful set," said little Dick,—"what do you say, my hearty, eh?" addressing himself to his neighbour Jerry, and accompanying his question with a slap on his elevated shoulder, which had the effect of rousing him from his dosing. "A'nt they a bad lot, Jerry?"

"Oh yes," said Jerry, after looking carefully over each shoulder, to be sure his wife was not behind him; "but," he added, "if it wasn't for my wife I should think them all angels."

"Come, let us hear you sing that old song of yours, Johnson," said the Serjeant, "for I don't like to hear the women abused; and what do you know of them after all?"

"I know them well enough," replied little Dick, raising his head with an air of importance: "wasn't I flogged twice all on their account? and didn't I run twice from the Service for them? and I thinks I ought to know a little about them—a woman's a woman all the world over. I tell you what—a woman's just for all the world like the moon—one day she looks full and kindly at you, and then she turns away her head again, when she thinks you like her; and then she turns her back on you altogether. Just when you've got your pockets full of money she will look as bright and good natured as can be, but no sooner is the locker empty than there's good bye to you—you may be off to sea for more, as soon as you like, and the sooner the better. But I should like to hear Frank's song, for all that; so if you will call for order, Mr. President, I dare say he will strike up."

A few thumps on the table with the serving-mallet caused silence, and, after a little pressing, Frank Johnson sang the following little ditty in a very pleasing, though rather sentimental, style:—

SONG.

Young Nanny and I were just married,  
Two happier never were seen;  
Some said I had better have tarried,  
A bachelor still to have been.  
Dear Nanny and I we said—No,—  
We thought their wise sayings all stuff;  
For 'tis little we want here below,  
And to gain that our strength is enough.

\* The reader will find many facts here stated quite at variance with any published accounts. He must be contented with knowing he has *genuine versions from living actors*, and then form his own conclusions.



Enough!—Can that mortal repine,  
 Who is blest with the girl that he loves?  
 Not for kingdoms I'd Nanny resign,  
 For her smile my exertions approves;  
 And, when weary I reach my cot door,  
 Her cherry lips welcome me in,  
 Nor I know that the world calls me poor,  
 Nor care for their riches a pin.

We can sing, we can dance, we can laugh;  
 We can love, yes, dear Nanny for ever;  
 Though not wine, yet the ale-cup, we quaff,  
 And grumble we will not—No never!  
 And why should our hearts wish for more,  
 Or value the foolish world's frown?  
 We have health and good humour in store,  
 And virtue these blessings to crown.

“ Well sang, my old warbler, that's a very capital song,” rejoined Dick, after the applause had in some measure subsided. “ But, perhaps, after the poor man had been married a little while longer,”——

“ Silence, silence!” said the Serjeant; “ don't let us hear any more of your scandal about the women, for I dare say you like them as well as any body, after all.”

“ To be sure I do,” replied Dick, “ only I can't help seeing what a mischievous set they are for all that, and for that matter I think I know a song that's just my way of thinking: its as old as myself, but true enough as all the world knows.”

“ Shall Jerry accompany you with the fiddle?” inquired Peters.

“ No, thankee,” replied Dick, “ I can't endure Jerry's music, it reminds me of nothing but *grinding scrapers*; I think I can do better without him, if it's all the same. So here goes.” And he managed to get through the following curious old song:—

SLENDER DICK'S SONG.

St. Patrick was told that the Devil, adrift,  
 Was cruising about in the town,  
 And he thought he could find him and give him a hit,  
 And quickly again kick him down.  
 But how far to catch him the Saint could'nt think,  
 His friends were so numerous grown;  
 And they'd hide him away in some snug little chink,  
 Though none his acquaintance would own.

He hunted all round, and he went to each house,  
 He look'd under the lawyer's table;  
 If the Devil had been but as big as a mouse,  
 To escape him he had not been able  
 There was none could direct him, though each one had felt  
 A rub from his highness profound;  
 And the Saint had the burning of brimstone smelt,  
 So at last the arch-demon he found.

He found him, 'tis true, but in vain all his might—  
 The Devil he couldn't turn out,  
 And like many Saints since he was vanquish'd in fight,  
 And entirely put to the rout.  
 If you look, on the morn of a bright summer's day,  
 In the arch little Judy's black eye,  
 There, snug in a corner, you'll see him at play,  
 Shooting darts at each passer by.

"Well done, old Dick," resounded from all sides, and even Tim Stuart was aroused by their laughter and applause. "But where did you pick up that?" said Roberts.

"I have known it many years," replied Dick, "and I wonder I remembers it so well; but it serves me to hum over to myself when I am walking about, and I never meets a pretty girl, but I can always fancy I see the old chap in the corner of her eye; and then I says to myself—Ah! there you are again, old boy."

"Let us have another song before we break up," said the Serjeant, "for I hear the bell ringing, and it will soon be time to turn in: we will just finish this Gottle (the reader will believe it required but a small effort to do that), and then say good night." So Peters gave them the old well-known song, "How happy could I be with either," and, with another from Tim Stuart, the party separated, and retired in good order to their several warm and comfortable bed-cabins.

#### THE COMPLAINT SHEET.

The power possessed by "Le Sage's familiar" having devolved upon me, I introduce my readers, without farther preface, to a noble-looking spacious room, hung round with full-length portraits of some of our Sovereigns, called the Council Room. In the centre of this room is a large table, or "board of green cloth," at the upper end of which is seated, in a capacious mahogany arm-chair, of most extensive powers, the venerable functionary who hears and disposes of offences against the laws of the Hospital, referring those of greater magnitude to the Council who sit once a-week.

All offences of a trivial description, committed on festival day, as I before observed, are always overlooked or lightly visited, while those of a more heinous nature must receive their due punishment, the same as if committed on any other day.

"What complaints have you this morning, Johns?" asked the Captain, addressing a fine old fellow, the yeoman of the guard, who was, as usual, in attendance.

"There's only one of much consequence, your honour," replied Johns; "but there was all hands drunk yesterday. Here is the complaint sheet, Sir"—handing, among others, a piece of paper, which for the reader's satisfaction I will transcribe:—

"Tobias Williams, for throwing a can of tea over his messmate, Peter Felt; also fighting in the hall at tea-time, last night; also breaking the can and creating a disturbance.

"Witness

"Bo. T. JOHNS, regulator.

"Bo. JOHN SWAYAWAY.

"Mt. WILLM. JACKSON.

"JAS. ROBERTS.

• "Nov. 6, 18—."

"Well, send them in," said the Captain, after reading the above charge; and old Johns proceeded to execute his orders. "I declare," ejaculated the Captain, "this ale is much too strong for the men. Never an ale day passes over without some accident—a broken head, or a broken leg, (query, a timber one,) or some such mischance."

During this short soliloquy the prisoner and witnesses in waiting

outside, were brought in, and ranged in order near the table. Poor old Toby's nose was now—alas! how fallen!—it was the colour of a white raspberry, and altogether he looked like a man resigned to the worst. As the vulgar adage says, he cared not to show his nose, and he therefore allowed his late combatant, Peter Felt, to plant himself in front, and thus gave him an opportunity of creating, by his rueful countenance, an interest in the mind of his judge. Peter seemed to have suffered materially, if one might be guided by the extensive quantity of white plaster upon his face, for from just above his left eyebrow to his right temple, was a band near two inches in breadth, and a narrower strip extended from half-way down his nose, to where it intersected the broader band.

“Now, Johns,” said the Captain, “will you tell me what you know of this business? It appears a very serious matter.”

“Last night, at tea, your honour,” said the old man, “just after grace was said, I heard a disturbance and went to see what it was about, and there I saw this here man, ‘Toby, as they calls him,’ pointing by mistake at Peter Felt, when seeing his error he added, ‘no, not him—that one behind, and this man here, was a-fighting. Toby had the can in his hand, and was whacking the other over his head, while all the people in the hall was standing up and laughing and shouting,—‘Go it, Toby’—‘Give it to him’—‘That’s the time-of-day.’ This is the can, your honour, that I took from him,” exhibiting the identical weapon, with the bottom half out.

“Upon my word, you are a dangerous character, Mr. Williams,” said the Captain. “Where are you, Sir? Come forward and let me see you.” A command Toby unwillingly obeyed. “Well, and what did you do with them?” continued the Captain.

“Sent them to the main-guard, your honour, and Peter Felt was obliged to be sent to the Doctor, to get his head plastered.”

“Well, and did the Doctor report him much injured?” inquired the Captain.

“Only a little of the bark knocked off,” answered Johns; “the Doctor said his *ineffectals* was not hurt.”

“His what?” asked the Captain, with surprise.

“His *ineffectual*, or *intellectuals*, or sumat in that way, I don’t mind the words exactly,” replied the single-minded being.

“Very well, that will do,” said the Captain, smiling. “Now, Boatswain John Swayaway,” said the Captain, after having with some difficulty deciphered this name. “Let me hear what you know of this affair.”

“Your honour,” said Swayaway, coming forward with sundry awkward bows and scrapes, “I was boatswain of the main-guard last night, and at twenty minutes past six P.M. these ’ere two men was placed in my charge; and I sent this man, Peter Felt, to the infirmary to get his head sewed up, for it was bleeding.”

“Were the men drunk?” asked the Captain.

“Why, your honour,” replied Swayaway, with hesitation, “I can’t say as how they was drunk.”

“Then were they sober, Sir?” said the Captain, with some haste.

“Why, no, your honour, not ’zactly sober,” retorted the boatswain, giving his head a doubtful scratch.



"Answer me this question, Sir," said the Captain with vehemence. "Were they drunk, or were they sober?"

"Why, your honour," said the boatswain, not able any longer to evade, "if I must say it, they was a little matter intosticated in liquor."

"It is strange you men can't answer a plain question without so much trouble," exclaimed the Captain. "Let me see—who is the next witness,—William Jackson, mate. Well, Sir, and what do you know about this fight?"

"I'm one of the mess, your honour," replied Jackson, advancing nimbly.

"Well, and how did the row begin?"

"Why, Sir,—your honour," said Jackson, "we got talking of old times, your honour, and laughing about one thing and t'other, and by and by that man," pointing at Toby, "comes to his place, and his face was rather smutty, your honour. So he thought as how we laughed at him, and then he called us all manner of names—he called me a '*Michiman's*\* *warmint*, your honour, and he called Peter there, as got his head cut, an old *Brunnagem smasher*, your honour; and abused all hands, without one saying a word to him, but 'cause he was quite drunk, your honour."

"That's a lie," grunted Toby.

"Silence, Sir," said the Captain, in a loud tone.

"And then," continued Jackson, "when Peter said sumat about his nose, he tuck hold of the can jist as the bluefrockman put it on the table, and hove it slap over him, and it all went down his poll; and 'twas very hot, your honour. And then they fought over the table, and Toby beat his head all to a mummy, and all we could do wouldn't stop him, your honour, until the Regulator come and parted 'em. He's a very *refectory* man in the mess *al-ways*, and that's all I knows about it, your honour." So saying, he made a bow and retired.

"Well, Master Williams, or Toby, or whatever they call you," said the Captain, addressing our crest-fallen friend, who had again taken up a backward position, "these are very fine doings—very fine doings, indeed, Sir! You might have killed the man, Sir, and then what would have been the consequence?" But Toby said not a word, nor moved a muscle. "Are there any more witnesses? Oh,—here's another, I see—James Roberts."

"Your honour," answered our old friend the serjeant, coming forward, who, for Toby's sake, had got himself put down as a witness.

"Well," said the Captain, "I am rejoiced that you saw the transaction, Roberts, because I am sure you will tell me the plain truth." Accordingly Roberts recounted in a straight-forward manner the facts; how that the provocation had been entirely on the other side, and that until Peter Felt had pulled his (Toby's) nose, he (Toby) had conducted himself in an orderly and peaceable manner, nor shown the smallest disposition to pugnacity, nor used any other language beyond his ordinary grunting;—at once placing the affair in a very different light, and turning the tables upon the hitherto triumphant party.

"And so, Sir," said the Captain, addressing himself to Peter Felt, when he had heard Roberts patiently to an end—"you pulled the man's nose, did you, Sir?"

"I only went to brush the smut off, your honour," replied Felt,

\* Query—did Jackson ever serve in the capacity of Midshipman's Steward?

dismayed, whose natural skin was fast approaching in colour to the artificial part.

"He almost unshipped it," grunted Toby, in an under tone.

"You only went to brush the snut off, Sir? And pray, Sir, what right had you to touch another man's nose, even if it was to brush the snut off? And," continued the Captain, "I think you richly deserved all you got. What! pull a man's nose, indeed! You were served perfectly right—be off about your business; and mind, Williams, never go into the hall again with a smutty nose."

"No, your honour, thankee," answered old Toby, as he made his best bow and speediest exit, much delighted and surprised with his favourable dismissal.

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#### INLAND CRUISE OF A NAVAL OFFICER.\*

##### BATH—CHELTENHAM.

I KNOW not by what means, but it has grown into a most absurd fashion with us English, at all travelled, to abuse our climate. It is a sheer affectation, at once untrue, as compared with the climate of other countries, and ungrateful and stupid in ourselves. We have had a delightful summer, forgotten and abused in September, because it is succeeded by a rather stormy and wet autumn! I cannot understand it.

In October, to be sure, we had a few trees blown down, with occasional heavy rain; showery rather than continued; never much interfering with the promenaders at the Montpellier Gardens, at Cheltenham.

I was in Paris in November, and from the top of the Etoile Triumphant Arch could trace the Seine overflowing the meadows in many places from Meudon to St. Denis; the plains of Grenelle under water, and many of the houses in that suburb, beyond the Champs de Mars, ruined. In France it appeared that they had had, according to themselves, nothing but rain for three months. I dare say the English in Paris were not aware of it, or cried out as they met each other—"Ah! it's worse at home;" but affectation is our great *forte*. I wish all this set of countrymen and women were condemned to be well fried on the coast of Guinea, or Jamaica, or in the United States; to exchange their agreeably diversified, sunny, shady, and rainy days at home, and tranquil sleep at night, for the eternal glare and heat of Asia or America, the summer suffocation and flies of Florence, or the delicate assiduity of the mosquitos, as they scratch, kick, and tumble at night, over half the globe.

I had been pelted in the Paragon, at Clifton, some days by these stormy showers before I thought of making a short trip over to Bath. Poor old Bath, which for these last twenty years nobody hears any thing of, ever since old Mr. King's (M.C.) time, when with august authority he invariably held up his antiquated watch to the band, at the hour of midnight, and cut short juvenile festivity, spite of sweet imploring faces. At that day Bath was still called a fashionable watering-place: there was a season when country squires took their youngest girls

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\* Continued from p. 75.

there to bring them out at the Upper Rooms, under the auspices of *King King*, while Francis Jno. Guinet presided over the Lower Rooms, devoted more especially to whist-playing and concerts; but dancing was the order of the day, up and down. Milsom-street was redolent of beaux, with a fair sprinkling of eccentric comets-comical. One naval Captain delighted in a pea-green coat, another danced the newly-come-in quadrille on Thursdays, with a peculiar activity and elegance all his own, to the great amusement of half the room. It was the matched *cachoucha*, "*en avant deux*," vis-à-vis a venerable dame of sixty-five, Mrs. W——, who never missed showing off with double the activity of sixteen.

Even so recently as twenty years ago we had much more character left us to laugh at or admire than can now be found, search as we may. They were still alive and merry—"frisking beneath the burthen of four-score." We may grow wiser, more sedate, but we are growing dreadfully dull at the same time. Bath was then full of people of consequence—many of our nobility were constantly among the loungers in the Pump-Room, or Milsom-street, or the Crescent; or enjoying the crowded balls, Mondays and Thursdays. Lord Hood was still among us, at the advanced age of ninety. I think I see his venerable stately figure as he walked quietly home to his house in Queen-square. While Admiral Linois delighted in hearing and encouraging our pretty girls, who gathered round him, to play the very deuce with "*la langue Française*."

Parties and cards at the dowagers', and squeezes of "at homes," enlivened the nights; and Sydney Gardens occasionally boasted the presence of all the beauty and fashion of the town. Then came the variety of musical festivals at the Abbey, and the *lionizing* particular. There was the astonishing Miss W.—the most beautifully painted maiden lady, of a certain age (not to be guessed), in the whole world! There was the still more moving Mr. W., who sent half the more delicate better-halves of the creation into fits, at the sublime pathos of his improvised poetry about a "cock and a bull," set to music, and accompanied at the more impassioned parts by very clever trumpeting from the mouth! This delectable genius rarely got up from the piano under three hours; while the fair creatures hung breathless on the sounds, and some of them were obliged to be conveyed away out of the room in hysterics! As to us wags, prone to laughing, we were ready to split our sides at the odd faces this trumpeting Apollo made, as he shook his well-powdered head, shutting his eyes close, by way of not witnessing the havoc this most tedious of soul-stirring sounds created. Such was Bath—such its follies—such its amusements.

I put myself on the top of one of the morning coaches running to it, and found it changed—changed—O! how changed. It is absolutely dead. I hastily walked up that once crowded Milsom-street, through the Circus, to the once gay Crescent, down again through Gay-street, (no longer gay), to the Pump-Room, the Abbey Yard, North and South Parade.

I was as melancholy as a "jibed cat," though the day was beautiful; but there was nobody to be seen—even the Pump-Room was silent, no sounds of the harp and fiddle, no loungers, no flirting, no nothing. Very few idle sedan chairs to be seen, and, above all (as most melan-



choly!), not a gentlemanly or lady-like invalid anywhere visible. I think I did see one, now I recollect, wheeling himself about in a singularly-contrived wheeled-chair, on the North Parade. But where are all the beaux and belles? Where the gay-liveried footmen? Where the bustling of the doctors to-and-fro—the crowded pastry-cooks, and libraries? My heart ached again as I walked to the handsome stone bridge they are building over the Avon, at the North Parade.

“And so,” said I to myself, “this then is the work of twenty years!” Here is a pretty bridge, but where are the people—particularly the pretty ones!—to walk over it? I would not be satisfied that I was indeed twenty years older—that all the light of heart and beauties were mothers—nay, some of ’em grandmothers! And frolicsome and foolish boys were now sobered and thinking individuals, whose sons have taken their place—but not in Bath; nor their daughters. This is a weak, morbid way of facing the change that comes over the spirit of our dream:—so I cut round the Abbey, to look for a little life in the market-place, which I think fallen off too; but it was not market-day, perhaps. I could not but admire the beautiful new church the town has built in the Bath-street, and, perhaps, the opening the Abbey cloisters into that street is another great improvement; but I was rooted to these snuggeries. It is of no use talking to our affections—to our customs—of improvements. It is no improvement—it is too often tearing from us what is most beloved. A few elderly people tottering slowly about I looked at, thinking I could recollect some face through its care and wrinkles—not so, all seemed totally changed—another generation knew nothing of mine. Now what, setting feeling aside, is the truth of all this? I am not sure that Bath is not more populous than it was twenty years ago (query?) It certainly was more in vogue as a watering-place; but they say now it has become more a place of constant residence, having no particular season. A master of the ceremonies still lingers in it; if his occupation is not gone, so much the better; but it is most certain that, even coming from the tolerable stir of Bristol, Bath has the air of a deserted town, so few gentry are seen in the streets; so little is there doing; so dull and listless does everything look! The very shops appear poor and spiritless, with their doors shut, and nobody in them. In all this there can be no mistake—it is not, I am sorry to say, the mere jaundice of comparison that “sicklies o’er” our age. The soul may be said to have fled from the body. A town devoted to gentry, without fun and folly of all possible sorts, is a sad affair. In this way our quiet nineteenth century common sense will give the death-blow to all our watering-places, one after another. Why have they destroyed (by building on) Sydney Gardens, one might ask, by seeing the number of houses empty in the town? An inhabitant will answer—nobody frequented them of late (so sensible!); and, besides, we have made a new park out of the meadows (where we used to go and drink milk and whey), to the west of the Lower Crescent. This new park is too bare, nor did I see anybody there either. I had seen enough of seeing nobody, and waited impatiently at the White Hart for one of the return coaches to Clifton. The beauty of the country, as soon as I was fairly out of town, soon drove off the sort of weight that oppressed me in the lifeless streets of this once emporium of the west of England.

Young Brunel’s carriage was drawn up at one of the inns on the

road, waiting for him. He is superintending the line of railroad which is cutting up the fields in good earnest along the level of the river to Bristol. In some spots viaducts were being built; in others the slopes of banks cutting through. Railroads, take them all in all, after a few years have reinstated the verdure where the cuttings take place, may not much hurt the beauty of our country, but certainly will not do it any good, or lend a single feature except a few arches where they occur to improve the landscape. One can well imagine how men rave at having their parks and their privacies intruded on by these ruthless cuttings and spoilings of all rural associations.

At Clifton one hears a good deal of the beauties of Weston-super-Mare, on the Channel, as a nice watering-place, and steam-boats are constantly taking company in the summer to the romantic Ilfracombe, cooped up in its secluded sea-coast hills, opposite Swansea.

The ferry at the lower part of the hot-wells takes you across to the green enticing meadows, two miles off, to eat strawberries at the little village of Shalton. But where can one well go amiss in England, if we would search for rural beauty? It is everywhere. There are twenty sites at Clifton itself, setting aside its grand views over the downs towards the Severn, and the other over the town of Bristol and valley to the south—there are twenty spots, each in itself a paradise in this way. I begrudge excessively the inroads on the wood of the rocks opposite, now made ugly with board houses, scaffolding, and slides, and tram-ways of the bridge-builders, who are advancing with their pigmy wall against the face of the rock—nibbling at these huge masses to square them, and set them up exactly in mortar. The beginning does not bear looking at—however noble and useful the result may turn out. What mites we are!

I forgot to say that Bristol has a facility she had not some few years back for her commerce. I allude to small tug steam-boats, which now take the merchant-men up and down the river—but it is all in vain, if there are so few vessels to tow. I am told Clifton is full of genteel retired rich merchants—that vast treasures are locked up—fast bind fast find—if so what is there to be wished? I know not, unless it were that they lend some of their money to their sons or clerks, to carry on a wholesome activity in a particularly populous-inclined spot!

There is hardly any medium to be preserved in a once thriving seaport. It must go on increasing or go off to nothing, in this as with the filling of any place of amusement. The public are like a flock of sheep—only get a crowd, more crowds come. They follow, still follow—so ship follows ship. I am certain that the emptiness of the basins one year is the cause of the continued emptiness.

As I drove out of the town for the last time on the Cheltenham coach, from the White Lion, I prayed fervently, as I do now, that the Bristolians may brush up—rouse themselves out of this apathetical, drowsy routine, so little in harmony with what might be expected of the third commercial city in the British empire—so little in accordance with the wants and wishes of a rather turbulent working class of its inhabitants.

The most ordinary engagements of life are ever the sweetest—ever while we breathe, fresh springing within us, until a very old age robs us of our faculties—such as walking and riding—looking at the green fields and trees, listening to chirping of birds, and hum of insects in the



sun (from beneath some friendly shade)—all this in a happy vacuity of mind—thinking of nothing—a pure animal enjoyment that the Turks and other eastern nations sit down to smoke themselves into, while their eyes are perhaps totally unconscious of outward objects—or very listlessly: it comes to the same thing, happiness! I fancy we insist too much on the *how* to arrive at this enviable state; for while it pervades all nature like electricity, it is equally delicate and elastic, and will not be palpably forced. Thence the effort to please or be pleased is sadly abortive, no matter with what appliances. Gold, vast possessions, great power, even unbounded admiration, we see often dreadfully fatiguing to the envied object. To princes it grows wearisome—and, descending, have we not seen how dismal a favourite actor, (Liston) may grow under too intense a notice, as the most laughter-stirring soul we have among us? Mr. Rice, the American actor, though coining money by jumping Jem Crow, yet is in a fair way of jumping himself into the blue devils, and dying suddenly of wealth and applause!

No! forcing ourselves the least bit will never do. It is dreadful to sit down too often to all the luxuries and “delicacies of the season”—human nature cannot bear it. Thence the listless half torpor of the very rich! To them their exquisite wines are of no account—their opera-box is empty—concerts are a bore—and their carriage is given to the children and their nursery-maids, for its enjoyment—I say nothing of its use, which has become a matter of necessity. Thence it is, I think, that it gives me great concern when I see our four-in-hand men giving themselves so much trouble and anxiety, threading their way down Regent-street and out at Piccadilly. These fantastic bachelors begin, I think, to find it out, as we perceive there are so few private four-in-hands left “about town.” Even a cab (or booby-hutch) is much more troublesome than pleasant or useful, and, but for the name of the thing, our young fellows would cut short this inward vexation and anxiety! All this is *apropos* of the ordinary enjoyments of an Englishman—one of which is getting up on a well-horsed coach without the smallest concern (having paid his fare), with the full swing and liberty of looking about him over hill and dale; and, as everything is so much in anticipation, the pleasure is increased when the journey of a fine day is only to take up five or six hours of it—leaving out all the damp part of the affair, the night and rain. This desirable distance was before me in the forty-two miles back to Cheltenham. Through Amesbury we went very cheerfully and comfortably.

I found myself sitting next to a very poor young woman, who had got her head full of very different matter from the enjoyment of the ride or the scenery. How the brain blots out or creates positive things—things that are and are not positive! This poor thing, it would seem from her story, which she soon fell to telling all of us in front, had left her cottage and her husband in a distant county to go alone to Bristol to make herself sure of the rumoured infidelity of her husband. She seemed, though very miserably clothed or fitted for such a journey, and without a shilling in the world, to have considerable satisfaction in having now, she said, proved his villainy! I could not help reflecting on the odd sources of comfort and satisfaction, and on the serious folly enacting in this world, worthy, one would think, of a lunatic asylum!

Here was an instance: a hard-working creature—very good, I dare



say, but very coarse, without one atom of what the world calls sense, or sensibility, or imagination, who leaves her daily occupations and her daily bread to go quixottising on such an errand, without taking into account the increased irritation on her return to the convicted husband, whose ire will be chafed exactly in proportion! Our coachman was an odd fish, a queer cross between a Maworm and a Jehu; he laid the law of the case down very peremptorily—settling it, that nothing less than hanging would do; to which she agreed the more readily as he promised so to arrange it with the coachee who was to take his place as to give her an extra lift on homewards; he, besides, gave her a shilling when we arrived, which made amends for a great deal of serious nonsense he talked. We also joined in aiding this silly thing to regain her home, and finding out, no doubt, that she had much better have never left it.

There is an air of bustle and pleasure-business about Cheltenham very enlivening after the dead stillness of either Bath or Clifton. It is the fashion for everybody to be more out, more seen, at all times of the day, so that the High-street and the Montpellier Avenue are always alive with well-dressed people from morning till night, independent of a good proportion of gay equipages and equestrians.

The chief impulse to all this is the fashion of the promenades at the Montpellier Spa and the King's Well Walk, both crowded during the summer, every morning and evening, all walking up and down very sociably, listening to the bands, or looking at each other, a source of great pleasure and satisfaction! The great secret why this fatigues less than most other congregations is, its being in the open air, under the shade of trees, with the health and good spirits induced by the walk to and from it, from the various parts of town. The getting up of a morning early, at seven or eight o'clock, is in itself a novelty to at least half the company, while the quiet, early hours of the evening parties or public amusements, sends them to bed almost invariably before midnight—just as it should be.

There are various ways of residing in Cheltenham for that most acceptable part of the visitors, "single gentlemen," whether of the Army or the Navy—albeit that both professions are voted by all prudent dowagers as of the "detrimental" order. Young squires of promising estates, in prospect, as they support with filial solicitude their dear father as he totters into the Rotunda for his glass of water, are seen to great advantage by sensitive girls, and their kind and considerate mammas.

But for the lodgings of the beaux elect there is the "Plough," a capital family-house for very long purses. For my part I do not like the coffee-room; it is not comfortable; and the gas of an evening was most offensive. At such hotels there should be a second sort of drawing-room for men who are staying in the house. The constant brandy-and-water drinkings, lufcheons, &c., in any coffee-room, with the hurry-scurry in and out, &c., make it impossible to live in such a thoroughfare. Then there are the boarding-houses: at the head of fifty or so, stand the Imperial, the Albion, and the Priory, the last being the most domestic and social; the two first are little less than hotels, in which people rarely speak to each other, or get acquainted, though they do indeed often dine together at one long table. It depends on the chapter of accidents as to who sits next you. Mrs. Joseph's house is a very

good one, but the family parts are distinct residences—the men all being kept together, which I myself do not quite like for any length of time nevertheless, notwithstanding the inconvenience of certain elderly spinster and widow ladies at other houses who may by accident and the benevolence of their natures grow too engrossing on the subdivided time and attentions of any one man, who may delight in being very independent and good for nothing.

The third plan is only for heirs apparent: one of those nice houses facing Imperial-square, where he has the whole world backwards and forwards before his door, under his drawing-room French windows, thrown open of a morning, and just agreeably shaded with shrubs and flowers. This is very enviable for a short time at the rate of twelve or fourteen guineas a-week; but then he must have a regular establishment, and enter on the business of living *seriously*—give an occasional dinner, and more frequent evening parties. I do not recollect any *bachelor* of this stamp in Cheltenham: there was one, but not even his grey hairs could save him long; some dear creature snapped him up, and carried him (horrid!) away for the honeymoon to some secluded spot, to have him all to herself. The attempt at acting Timon is, however, only to be dreaded in this fashion—it is the excess of *gratitude* that makes it dangerous.

With an eye to my own aspirations I should say there is no more pleasant vicinity than Cheltenham. From the flourishing state of the place—from the buildings still extending and the improvements making—property cannot be considered, either, extravagantly high; it is rather moderate—except, perhaps, in some of the choicest situations, or some of the most elegant villas, where, of course, there is always a fictitious value attached. It has grown to an immense extent, so that half the town must come to the Spa from the distance of from half to a whole mile off; while on the other side of the town the rival *Pittville* Spa assembly-rooms and gardens are a mile and a half from the centre of operations—that is, the High-street libraries, morning auctions, the *club*, and Montpellier Avenue promenade.

This same Pittville and its beautiful grounds deserve to be more frequented, more patronized; but we are a capricious set of mortals. The magic word in England, vogue, fashion, has a positive and tyrannic power, exercised nowhere else on the face of the globe. Thence Pittville, as yet, displays its commodiousness, and its rural beauties, combined, to a cold and rather scattered admiration; for, of course, all the Cheltenham world agree in saying it is delightful, though they do not go to it often; besides, it must be allowed, there is the good excuse of its being rather a long walk for the ladies.

I was glad to see one of the flower-shows held here, giving it all the attraction of a fairy-land! These floral fêtes are increasing all over England, and deserve the active support of every being with the least pretension to good taste. Here, too, during the summer, there are public breakfasts given. I went to one, which was very gay and agreeable. The good things were laid out up stairs, and very well arranged; after which, as is usual, the company kept it up with great spirit in the grand saloon, of the Rotunda, where the music of the dancing-band is heard to great advantage.

This is quite as fine a thing as the *Coursal* at Baden, while its pro-



menades have twenty times the attraction. Unfortunately, there have sprung up in the town what may be called the south-west and north-east interests, tugging away in opposition each side of High-street. The Pittvillonians, on the north-east, build away fine squares, places, and terraces, running the town out as close as they can brick-and-mortarize it to the Spa and gardens; while the older-established Lands-down Old Well Walk and Montpellier quarter look with a sort of offended pride and anger at the attempt to draw off any of the butterfly-votaries from their haunts thus separated two miles asunder. The very daily or weekly papers of the place are split into these rival factions; nor can the tradesmen be wholly neutral—all is a matter of party; so that Cheltenham is no longer one town, one place; High-street cuts it in two. These two sides or limbs, while small, and depending on and attached to the main body, were all loving enough; but now, alas! they have grown so enormous as to break off—or rather, I believe, strictly speaking, to tear the two sides of mother High-street asunder in their selfish squabbles; as, I believe, the mother sides with her offspring according to the side of the way she is of—from the entrance by one suburb at the turnpike-gate on the London road to the double exit by the other at the Gloucester and Tewkesbury gates, a distance of two miles by computation. This is a very complex question—a delicate subject; dangerous to enter on from its intricacy, and the great merits of both sides of the way. Montpellier yet rejoices in her master of the ceremonies, and the morning flutterings of assiduously well-dressed beaux and belles, who take their twenty turns up and down between the Montpellier and the Old Well Walk—that is, nineteen at the former, and one at the latter—for here, too, there is a rivalry particular, divided only by the road. In vain those magnificent trees of the Old Well Walk invite to the rural, and the sentimental, and the impervious shades, and the revered steeple of St. Mary's "points to heaven" in the far blue opening of this superb avenue; in vain the lesser band, who have no gay cavalry uniforms or morning official sash, make the air and grove undulate with their emulous harmonies: no, it will not do, there is not *sentiment* enough. The great flock are jostling each other in the long room or the Rotunda of the garish Montpellier, or basking in its sunny walk, where all is flutter and the flirtation of giddy youth; while the more staid and elderly line the benches on either side, and a very few pore over politics in the reading-room at Davis's convenient library, under the same roof. If in this crowd one could by possibility pay attention to single individuals, it has the oddest effect imaginable to observe the water-drinkers taking their exact number of strides between so many glasses of water—to watch the earnestness of their *faith* in its efficacy! But this is not the only laughable idea attached to it, if it is to be efficacious. Cheltenham, it may be supposed, swarms with doctors, who quietly keep up the necessary quantum of chalybeatic zeal, properly and sensibly mixed with a good dose of the disinterested and friendly. We have grown out of the age of grave faces, and gold-headed canes under nose and chin, and head-shakings. The *pulse* is seldom felt in the obvious or vulgar way! a bland smile, the weather, the waters, the walks, a little chicken broth, a jelly, a canter on horseback, are thrown in. Avaunt, nauseous drugs! If the gentle patient wants stirring up, perhaps a waltz or a gallop is



advised on the next Thursday night, to be taken with the most handsome or best galloper—or no matter who, only wrap yourself up carefully! mind the night air!

Then it is, the doctor “is such a dear man!” I will maintain that this modern and more sensible way of *laissez aller* prescriptions is the safest imaginable; and particularly while the world is divided between the old killing and the new homœopathic letting-die system. Medical men are just now puzzled in the extreme! In London a man may live many years unknown (God be thanked!) to either system; but at a watering-place, let him, if he dare, trust to his legs, to a little starvation, to the pure air of early risings and early goings to bed—having once knocked at a doctor’s door, if but for the tithe part of a hair, he becomes a sort of ambulant property vested by prescriptive right in the said M.D., who always speaks of him as *his*, his own, his beloved property! To cut the connexion, whether by degrees or suddenly, must be considered as a kind of fraud! With what face can any melancholy invalid answer his medical “How d’ye do?” in the Montpellier Avenue, with a “Very well, I thank ye?” Very well!—what business has he to get well?

But from things bodily let us come to the mind. To keep the mind in health, and thence the soul, is, again, the business of certain other respected individuals among us; and here I pay a willing tribute to the perpetual curate of St. Mary’s. I had been prejudiced against him as the greatest *fun*-killer in all Gloucestershire—an enemy to the races, a hater of dancing, and a putter down, if possible, of all sorts of amusements, of not only the higher, but the lower orders—most orthodox, with a violent leaning to the evangelical. I will not assume that this current opinion of the place is well founded; it is to be presumed it is; and if it is so, it is most particularly misplaced and unwise, in a populous town which lives by these very acts, for which it was built, by which it prospers. It can serve to no possible effect but to its own defeat, and therefore I the more gratefully will dwell on the excellences of this prominent minister.

In the pulpit he is inspired! His sermons are not only good and impressive, but contain a force, aided by the charm of a fine voice and varied modulation in their delivery, that fixes a breathless attention. I am convinced that his earnest eloquence and close matter-of-fact manner, one day, in a charity sermon, *doubled* the charitable intentions of the congregation! I am sure it did mine. This earnestness it is, this eloquence of passion, with a handsome person, and graceful carriage in the pulpit, that makes him the most popular preacher, if not the most popular man, in Cheltenham, where, however, he otherwise does great good by his active patronage of the infant schools—some of which, if not all, owe their useful existence to his exertions. To feel and understand this sort of imperceptible good, a man must cruise about in the by-streets and lanes, where these humble schools swarm with the little chatterers.

Much, at this tender age, they do not learn; but it keeps them out of harm’s way, and out of their poor mothers’ way, for a few busy hours. Each school-yard is fitted as a sort of gymnasium, with swings, bars, posts, knotted ropes, &c. I am sure I was as highly interested looking at these little things, let out by hundreds to return home, each taking their little toddling ways, or linked hand in hand in earnest talk, as was

Sir Francis Head at the grave gatherings and gruntings of his German pigs.

Here it has the additional zest of coming home to our immediate business and bosoms, and I was proportionably grateful to its promoter. What a pity, thought I, that so estimable an individual should conceive that the harmless amusements of this world, so essential to sweeten often the too bitter cup of life, are incompatible with a true piety and steadfast religion! Surely they are not. It is in vain to say that, because great gatherings of the lower orders engender some mischief mixed up with their pastimes, that, therefore, they had better be suppressed *in toto*!—as if the buoyancy of youth and youth's folly were to be suppressed! It will have vent and break out somewhere. It is for the leaders of society to direct it, and promote it to the best end. This, as I have elsewhere hinted, is what is so very much wanted in England—the encouragement of the amusements of the lower orders!

Would any stranger believe that, in all the populous town of Cheltenham—a place expressly meant to be the focus of mirth, gaiety, and amusement, there is not a single spot set apart for the youth of the poorer orders, who are exactly the predominant party and life of the place—of all places. For the comparative few there are ball-rooms, promenades, gardens, bands, clubs, fire-works, balloons, floral fêtes, déjeuners, &c., but no field, no common, no rotunda, no nothing for the poor. To them, except what they can see on tiptoe from the road, and over barriers, or fences, or listening outside enclosures, all is excluded—completely tabooed. Could they afford the price of tickets, &c., still it could not well be, nor should it: but the question is, why have they not some places set apart for their own merry meetings; rooms to dance in; gardens to drink tea in; fields in common to play at athletic games in? The rich and influential in the town must do it for them. It is out of the question that it can originate with themselves, but who can doubt its being gratefully taken advantage of, if they had places of the sort to go to of a Sunday evening, and now and then on other evenings; a prospective good sense directs and provides such things, which are quite as essential to the well-being of large bodies of people as the work they get to do,—nay, as the very bread they eat! It is hateful to see a whole population with no recreation—no fixed mirth generated and kept alive by numbers; thence it is that our youth grow up so brutally mischievous; the boys malicious, sullen, silent; the girls any how—what do their mothers care? Thence the mischief so much complained of by the rich, in their fences, their fruit, their fields all about the town; but the fault is obviously theirs. Why are they so stupidly apathetical about one of the first wants of the place? To begin: let the fields now for sale on the London road, above the Priory, be bought by the town, and made public; with a good substantial building well floored—plain, but comfortable; and let some of the addlers of the place have a small sum to attend there at intervals for the people at large, instead of half starving on a scanty patronage: this, or twenty ways of coming to the same end, would be twice blessed, to givers and receivers.

In the whole range of wants for which meetings and requisitions are called of the upper orders, nothing is so essential as that something of this kind should be set on foot. The only wonder is, why it has not



been done—how the permanent people of the town can bear to have so barbarous a line drawn between themselves and the poorer part of the community! This gross neglect of a very vital principle is not, I am sorry to say, peculiar to Cheltenham; but it is very conspicuous there, where people go to be gay and see happy faces. Not a ball but the road is crowded with those who would fain dance; at the fire-works at the Old Well Walk five or six thousand of the youth covered the adjacent fields. If a balloon goes up all the town are out about the roads. It is for the proprietors on these occasions to cause these extra shows for our pleasures, to be paid for by the rich, for an inner circle, but to let in all who like, gratis, to an outer one, and make them kindly a part of ourselves: the good feeling alone engendered by such a contrivance, would repay us ten-fold—apart from the civilization created, and positive good. To all this there are many, too many, genteel people who would shrug up their shoulders as they read, and say, “What nonsense! the poor of the town don’t want it, it would be laughed at, or end in riots and confusion. The best way is to let things alone, and everybody to amuse themselves in their own way.” For such reasoners I have no answer, except to beg them to go about the world a little, see, compare, and reflect!

For doing or not doing any one thing in this world (short of some positive or dreadful crime), there are almost as many good reasons against as for, besides all the confusion of clear logic; so it is not worth while arguing the case with those who hold it, that our poor people have just as much amusement as is necessary, or as they wish for. I would not contend against the sombre bad taste of the present order of things, as a matter of *taste*; but I look further into the good it most certainly would create, and which would pervade all classes, by making some effort to get our youth out of the vicious beer-house swilling system, and make them more fond of out-of-door games and pastimes; to which may be easily added, as a refinement, dancing and music; but it is certain that this cannot be without help,—nay, without the active exertions of their superiors. In every town in England there is a knot of some half-dozen individuals known to the whole town as the richest, the most fashionable, or as the most meddling (for good or evil). These are the men I want to get hold of; and Cheltenham’s notables are the very men I should like to begin with, by begging them to read what I have to say, and which, not to alarm their pride, or wound the delicacy of their various organs of resistance to original ideas (which might hurt a very just self-love), I will here humbly sum up in a few parting words addressed to them, where they do congregate, under the portico of the assembly-rooms in High-street, as they sit on those domestic commodious green benches:—

Gentlemen,—There is not one of you but is surfeited with what is commonly called pleasure; your dancing days are over; and your worships (two being magistrates) are not the best judges of music, beyond the “drops of brandy” of your younger days; but you are good men, and have the power of doing incalculable good, beyond riding out of a morning, reading the papers at your club, taking your quiet walk at eight or nine at the Montpellier, and leading very exemplary lives, to the very great edification of your respective families, and the utter indifference of all the rest of the county of Gloucester. Gentlemen,



close to the separating hedge of the Old Well Walk garden there are certain meadows still existing, making part of gentle and delightful Bays-hill. These fields, which at the lower part, you know, skirt the Chelt (poor little despised Chelt!)—these fields, I say, they are already beginning to cut up into a semicircular road, by way of entrance to certain streets or villas projected on the banks of this rivulet. To you does it belong to stop this gothic spoiling of the greatest beauty your town possesses.

But the owner, Mr. Thompson (I think), says, that he must make this part of his property available, and even threatens to cut down that noble avenue of elms of the Walk itself (to make money), because the land lies idle—the Well Walk gets few subscribers—and grass is not profitable; and because of a number of becauses. You it is who should and could stir the town to buy this land, and even the whole of Bays-hill; the venerable old house on its summit, now a school, and once the residence of George III., included. Induce the town to buy this, and throw it open entirely to the public, as a kind of breathing-lungs to the town itself. Buildings are not wanted; Cheltenham is already overbuilt; but private speculation never stops, and will ever fix on the best spots to go on perpetuating brick and mortar, and throwing up walls particular. This is the best spot for the proper diversions of the mass of your population. If even two fields of it were secured, it would be a blessing to the place. You have no time to lose; wait but a year and you'll see a great row of houses. Health, air, exercise, and Bays-hill, adieu!

You must next turn to the inconvenient side of the Bath road; there you may still secure a few acres, or, as I have remarked as preferable, the field leading to the wantonly-destroyed bridge over the Chelt off the London road—now the depôt for manure and rubbish. Your own good sense, after these hints, will tell you the rest. The mere authorities of the town are your humble servants;—let theirs be the body (if not corporate) in this affair, and yours the directing soul. As it is, they are a body, without the soul of a flea, and will never do anything beyond attending to their own small individual interests in selling fish, flesh, loaves, and haberdashery.

But should all else fail, there is one of yourselves, rich as Croesus in the fairest possessions of all Pittville. I would not encroach on the most distant and delectable grounds and Spa; but surely, all the nearer gardens now shut up, with notices not to be walked in except subscribed for, lose their sweetness on the desert air. Open them freely to everybody dressed decently,—nay, give them to the town for ever; and you raise yourself a better monument than anything in marble, were Thorwaldsen to work upon the whole Carara quarries for twenty years; and Campbell or Moore write your epitaph on it when finished, "*con amore*."

But if you will not give them, perhaps you will sell them, at so moderate a rate as still to confer a benefit, and very much increase the value of what will still remain to you and yours, by will devised. I know not whether it would not be a master-stroke of policy, even as a gift, by way of effectually drawing the place, heart and hand, your neglected elysium.

When this is done, or triply done,—that is, ten or twelve acres secured in all three quarters of the town I have pointed out,—it will be a

fair beginning towards training the population to a better taste, more healthy, more innocent. The very fact once known, will cause a general gratitude, and should, by way of commemoration, be celebrated on the spot, by a festival, to which all—high and low—should be invited. They should dance in sets, the bands divided (as in the Champs Elysées, or at village fêtes in France), with a few tents pitched, a little weak beer, and cider and cakes (none allowed to be sold, nor stronger liquors), and the people might be safely trusted to their own amusement. All this would be at a comparatively most insignificant cost to the town at large, every householder subscribing (the gentry double or treble). The evening might end in fire-works. There might be a joyous mixture of jugglers, puppet-shows, roundabouts, swings; in short, there would be room and scope enough (no fear of glee enough) for everything, and to suit all sorts of fancies. There is no doubt the people would be highly amused and thankful; besides, a great many clever, amusing vagabonds who now wander about, scarcely honest, scarcely alive, would be encouraged to have better shows, Punches, Jim Crows, swings, and roundabouts. It would soon grow periodical and permanent. The very gentry who vote going to the Rotunda balls a bore on Thursday nights would here enjoy something new—the sight of enjoyment—the purest pleasure I know of; and you, Gentlemen, might be proud of thus diffusing for the general good your sadly bottled-up energies and beneficencies.

Talking to these authorities so long, I have left out twenty interesting things connected with the society of the magnates. I meant to have glanced at the well-managed public balls, the excellent band, and the good *tea*! (which it seems Almack's cannot boast of, and which is, we all know, not beneath the dignity of history—of a watering place:)—but I must cut my yarn short, with the hope that I may one of these days return, and find some of my thoughts acted on.

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PETER PIVOT'S LETTERS FROM NEW BRUNSWICK TO HIS FRIENDS  
AT THE DEPÔT.

No. IV.

BEFORE conducting you further into the interior, a brief general description of the country may not prove unacceptable to you.

You are, of course, aware that New Brunswick originally formed a part of Nova Scotia, and that it was first settled by the French early in the seventeenth century, under the general name of Acadia.

For many years subsequent to its final conquest by Great Britain, this section of the colony was almost entirely neglected and forgotten: the milder climate, and growing prosperity of the more favoured American provinces, then belonging to the crown of England, continuing to absorb the swarms of enterprising or discontented adventurers, annually thrown off from the parent hive; while the rigorous climate, and forbidding aspect, of this iron-bound coast, held out but little encouragement to colonization, when contrasted with the inviting prospects, which allured the emigrant to the comparatively warm and sunny shores of the Atlantic.

The consummation of American independence first brought these provinces into notice. During the revolutionary contest, many families from New England,—preferring peace and protection in a country still under the undisputed authority of the king, to the horrors of civil war at home,—removed, under the title of Refugees, to both sections of Nova Scotia; and at the peace which followed, some thousands of loyalists, who had remained faithful to the *fast*, followed the royal standard to St. John and Halifax, and were settled upon the best lands in the province, by the government to which they had so steadfastly adhered.

These early settlers had to contend with many hardships, in establishing themselves in their forest-homes, where, previous to their arrival, the voice of man was never heard, save when the lone hunter from the thin and wandering tribe of Indians scattered over the country, might pass the spot in pursuit of the moose or caraboo: the rude log-hut scarcely sheltered them from the intense cold of a long and rigorous winter, and they had not unfrequently famine added to their other miseries. They have, however, triumphed over every difficulty, and now form a valuable nucleus on which to raise the structure of society in these new countries. May their descendants not only inherit the virtues of their fathers, but justify, by a long course of prosperity and happiness, the value of the principles upon which they hold the title-deeds of their estates.

In 1785 New Brunswick was divided from Nova Scotia, and erected into a separate government: its boundaries you will see defined on any modern map of North America, and I need, therefore, only say that it contains within them an area, exclusive of the “disputed territory”—an ominous phrase—of, in round numbers, twenty-six thousand square miles. Of ungranted lands there are at least ten million acres fit for cultivation; and that fine district, our right to which is contested by the Americans, is said to contain seven millions of acres of the finest land in this part of North America.

The surface of the country, although nowhere mountainous, is of a broken and undulating character; the sea-board, generally, is rocky, arid, and unpromising; but the interior is covered with forests of luxuriant growth, giving fair promise of a strong productive soil, which, when cleared, will yield a bountiful return for the labour spent upon it. Few countries are better watered: it contains numerous lakes, and is intersected by many fine rivers, and subordinate streams, and there is not perhaps a spot within the limits of the province, more than ten miles distant from the running water. The facilities thus afforded to settlement are obvious, while, with short “portages,” from the head of one stream to another, the country may be traversed in canoes, in all directions.

The soil is good, and will produce almost every kind of grain. Along the rivers, valuable intervals abound, periodically enriched by the overflowing of the waters, and yielding heavy crops; fine islands of a rich alluvial soil, are seen to rise in varied succession, in all the lakes and rivers. These are the gardens of the land, and there is scarcely a vegetable production that may not be raised upon them, with little labour and expense. The soil of the uplands must, of course, vary in the several districts, but taken generally, it is a strong black mould.



which, without artificial aid, will give for some years after being cleared a fair return to the farmer.

Looking only to the geographical position of the province, situated within the 45th and 48 degrees of north latitude, a very erroneous idea of the climate might be formed, notwithstanding the general knowledge of the fact, that the winters of the New Continent are much more severe than in the same parallels of latitude upon the Old; and the stranger, however well-informed on this head, will still have something to learn from experience on arriving in New Brunswick, where he will find the thermometer ranging throughout the year from  $95^{\circ}$  above zero, to  $30^{\circ}$  and  $35^{\circ}$  below it; while in winter even this index will not always give a correct estimate of the coldness of the weather to his feeling. For often, when the mercury is lowest, the absence of wind, a clear sky, and bright sun, will enable him to walk, or drive, without suffering any inconvenience from the cold; while, at other times, when the thermometer is comparatively high, a piercing north wester forbids all egress from the house, without imminent danger to the ears and nose of him who is rash enough to brave its biting blasts. Yet, rigorous as is the North American winter, it is not without its own attractions and enjoyments. The sleighing is delightful; the sportsman enjoys the invigorating chase of the large game in the boundless forest; and, both in town and country, it is the season of festivity and mirth, with all classes of the community. For my own part, it is not the severity, but the duration, of winter, of which I should complain; three or four months of it would be delightful, but eternal snow from November until May,—and I have seen a blazing fire, and May-pole on the frozen river at Fredericton on May-day,—is not to be borne with patience, by any native of a milder clime.

The heat of summer is often as oppressive as the cold of winter is intense; and the snow has scarcely disappeared when myriads of black flies and mosquitoes issue from their hiding-places, and yield to no insects under heaven in the activity and virulence of their attacks upon the human race. Yet, with all these drawbacks, few countries enjoy a more salubrious climate. Agues and lake fevers, those scourges of Upper Canada and other parts of the continent, are here unknown; and in no region of the earth is a more healthy, hardy, and robust race of people to be found.

The population of New Brunswick may be estimated at 200,000: of these the greater proportion are descendants of refugees and loyalists; but from the stimulus lately given to emigration by the formation of the New Brunswick Land Company, it may be hoped that this class will soon be outnumbered by settlers from Great Britain and Ireland. Of French Acadians there is still a small remnant in different parts of the province. They are a primitive and simple-minded people, retaining the language of their fathers—if, indeed, their wretched *patois* may be called French; and they are content to live on the small exhausted clearings which were left as their inheritance, without any attempt to better their condition by bringing the wild lands around them into cultivation.

The province is also burthened with the maintenance of some hundreds of the negroes who were so wisely brought away from the

southern states during the war, and afterwards so *generously* paid for by poor John Bull, at the termination of the contest. They are idle thriftless beings, quite incapable of attaining an independent station in a climate so uncongenial to their habits and constitutions; and the government ought certainly to relieve the province from the tax which an absurd measure has imposed upon it, by removing these wretched blacks to our West India plantations, where they would not only be useful but much more comfortable and happy. Every year produces a reduction in the numbers of the unfortunate aborigines; and the province probably does not now contain above a thousand.

Agriculture, although of late years much improved, is still in a very backward state. Than the French Acadians lazier or more unskilful settlers never perhaps scraped a scanty subsistence from the soil; and the refugees who followed them, although undoubtedly a more enterprising people, were still but slovenly farmers, clinging tenaciously to little scraps of interval along the margins of the rivers, and considering the uplands as unworthy of notice. With an increasing population came, however, the increased demand for food, and attention has at length been turned with the most encouraging result to those soils which had been so long neglected; and it may be hoped that the New Brunswickers will not much longer allow themselves to be dependent on a foreign market for the necessary supplies of bread; for, without hoping to compete with Upper Canada in the production of wheat, they may certainly raise grain enough to feed themselves; and with their maritime position, extensive fisheries, vicinity to England, and salubrious climate, they enjoy advantages which, taken altogether, are not perhaps to be found in any other part of British North America.

There is an excellent breed of horses in the country; and an officer may mount himself as well for twenty-five or thirty pounds as he could for double the money in England. I have nowhere met with better hackneys than the New Brunswick cobs: they are strong, active, and enduring, and so sure-footed, that they will travel safely over corderoys and forest paths, where an English horse would run the risk of breaking his own legs and his rider's neck at every step. A horse's keep is also very moderate—hay selling at from two to three pounds a-ton, with oats proportionably cheap. The bad roads, it must be owned, detract largely from the pleasure of horse exercise: they are few in number, and, generally speaking, of an indifferent character; and while this important branch of administration is left exclusively to provincial management and means, there is no hope of any adequate improvement.

There is perhaps no greater defect in the present organization of our North American colonies than the total want of connecting lines of communication between them. The seaboard provinces are, for all useful purposes, as much cut off from any intercourse with the Canadas as if they were situated in different hemispheres; and for seven months in the year they are at present incapable of affording each other any aid if the fate of both depended on it; it is with difficulty that even the weekly courier, with the mail-bag, can find his way—sometimes on foot and sometimes in canoe—across the desolate wilderness that still separates the lower from the upper provinces. This neglect would be ~~be~~ unapproach to any government. It operates most injuriously both upon



settlement and trade, and, when viewed professionally, it does indeed appear incredible that, with the experience of the past to guide, and the example of America to stimulate exertion, Great Britain should evince such apathy upon a point so seriously involving the efficiency of our North American army. Instead of good and safe communications between the several divisions of that force, enabling them to co-operate and act in unison, there exists not a path by which a company could march from Fredericton to Quebec; and in the event of future war, we should probably be again obliged to have recourse to the desperate experiment of sending reinforcements to Canada, company by company, upon snow-shoes, up the frozen rivers and across the frozen lakes which intervene, but under a change of circumstances which would now render the movement one of extreme hazard;—the Americans, who are fully alive to the importance of the subject, having while we have been asleep everywhere approached our extended frontier with excellent roads; and any such movement in detachment as was made by the 104th regiment during the last war could not therefore be again attempted. I may be told, perhaps, that these northern forests have already been traversed by an army, and I am not the man to deny that what General Arnold effected with American militia might, if necessary, be accomplished by British soldiers; but the march of that officer from the Trennebee to Quebec is one of the most remarkable exploits of modern times; and even Arnold, resolute and able as he was, failed in carrying more than one-third of his original numbers through that march of difficulty and privation. Besides, the chances are no longer equal; and it is too much to expect that the British troops, isolated in detachments from each other, could operate successfully against an enemy with every advantage both of numbers and position in his favour. Let those who are intrusted with the guardianship of this splendid appanage of the British Crown delay no longer in applying the proper remedy. A road from Fredericton to Quebec has already been commenced, and the present aspect of affairs in Canada should alone suggest the expediency of its speedy completion.

I feel assured that the prosperity and happiness of these provinces are dependent on their connexion with Great Britain; and I am satisfied that this feeling is still entertained by three-fourths of their inhabitants; but if the clamour of a faction be mistaken for the voice of the people, and British principles and British interests are to be sacrificed at the shrine of an antinational confederacy, it is hard to say how soon we may feel the want of communications which every motive of sound policy should have long since urged us to provide.

Of equal importance with good roads as a defensive measure is the strength and efficiency of the militia; and it is painful to observe that in this respect also we are lamentably deficient in the energy which our neighbours have displayed, in upholding their system of national defence in opposition to the popular cry which has so long been raised against it. Under a form of government the most democratical the State legislatures have had the wisdom and the firmness to resist the will of the *sovereign mob* upon a most unpopular point, because they felt it could not safely be conceded; while in the adjoining British provinces a party of rabid reformers in the Houses of Assembly have been permitted



recklessly to abrogate laws under which a provincial militia might have been organized, capable, almost unaided, of defending a frontier which everywhere presents positions in which

“ An hundred men might hold the post  
With hardihood against a host.”

But as matters now stand, the militia system is worse than useless. I am no advocate for worrying labourers and mechanics with unnecessary drillings. The system of instruction for a force of this description cannot well be too simple, or the movements and formations to be taught too few. To keep together in column, and to deploy without confusion, is all that should ever be required in close order; but on the other hand the utmost encouragement should be given to gun and rifle practice. Competition for small prizes in shooting at the target might be made a holiday amusement; and the hardy woodsman who can hit his mark, and rally in column when required, is just the sort of fellow to contend with the long rifle in the forest, and both to make and man the stockades or abbatis which will best defend its passes; but the parsimonious policy of the day forbids all improvement in an art which, at the first blast of the tocsin, converts the peaceful peasant into a formidable foe. The men who come cheerfully to their periodical musters are deemed unfit to be entrusted with the care of arms, and, with a short-sighted economy, a few thousand muskets are thus viewed as things of more value than the formation of a body of militia trained to use them with effect. I do not overrate the efficiency of the force they are intended to counterbalance. I have small faith in the vaunted general excellence of the American rifleman! The day has passed when the fierce backwoodsman went to plough with his rifle slung across his shoulder, and trusted mainly to it for the protection of his log-hut against the inroads of the hostile savage; but the militia of the States all have arms, and, as they are habituated to their use—whether at target practice or at bear and buffalo shooting is of small importance,—their superior efficiency as an armed body cannot for a moment be doubted.

In all other respects the Yankee militiaman—at any rate as an offensive opponent—is by no means formidable. Unaccustomed to be commanded, and impatient of restraint, he submits reluctantly to control and discipline; and, however resolutely he may fight in defence of his own farm-steading, his ardour speedily abates when carried beyond the frontier; and I do him no wrong when I assert, that in passing that frontier he will meet with men who yield to him in no quality, physical or moral, necessary for the protection of their native soil against insult or aggression.

But I have already given you, I fear, a surfeit of these dry details; and you will not perhaps be sorry to learn that I purpose to close the subject in my next with a brief outline of the provincial government and administration; after which you shall accompany me in a ramble up the country, visiting in our progress the farm-house of the settler, the shanty of the woodsman, and the wigwam of the Indian.

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## THE KAFFIR WAR.

COLLATERAL OCCURRENCES WITH THE THIRD DIVISION OF THE INVADING ARMY, UNDER  
MAJOR COX.

BY AN OFFICER SERVING.

AFTER having everywhere dispersed the hostile tribes of the frontier chiefs, and thoroughly cleared the country westward of the upper Keisi-Kamma, including the extensive forests of the Amatola mountains, from the numerous bands of Kaffirs which infested them, the 3rd division, under Major Cox, in the early part of April encamped upon the beautiful plains of the Debe, watered by the stream of that name, a tributary of the Keisi-Kamma, and not far from the spot famed for the contest between T'Slambie and Gaika in 1818, when the latter was defeated. From thence strong detachments were continually employed in watching and harassing the discomfited enemy, keeping them in check, and preventing them from assembling in force in their favourite retreat and stronghold, the kloofs of the Keisi-Kamma; extending their operations to the deeply-wooded poorts of the Buffalo Mountains, and also acting in concert with the 4th division under the Field-Commandant Van Wyk\*, posted in the green valleys of the Chumie. This force was entirely composed of the Dutch mounted burghers of Graaff-Reinet and Somerset, and although their courage and steadiness, on occasions requiring the display of these military virtues, ought not to be tried by too severe a test, they nevertheless had a most imposing appearance; and with their long guns, which they well know how to use, could in an open country effectually keep in check the attacks of a very superior body of these savages: they, moreover, served uncommonly well for the purposes of escort duty, whilst the more useful forces were disposable for active operations against the enemy. This of the Dutch boors generally. There were many instances during the late war where individuals of that race proved themselves to be possessed of as stout hearts as any of their brethren in arms, whose blood owned not the same source; and it would be unfair were the names of Rademayer, Gryling, and Nel, to be passed over without the expression of that praise which tried courage, wherever found, must always elicit. That the Kaffirs despised the boors is well known, and hated them with a hatred not to be surpassed—the hatred of hereditary foes.

The 3rd division was composed of different materials:—One battalion of Hottentots (the 2nd) embodied at the commencement of the irruption; and intrusted to the command of Mr. Stockenstrom†, who obtained the temporary rank of Major for having raised a portion of this force; Captain Jervis, with his light company of the 72nd Highlanders; Field-Commandant Groepe, a loyal and faithful subject of the colony, with 150 Hottentots, of the Kat River settlement; a body of

\* Well known as having taken a conspicuous part in the suppression of the rebellious boors in 1815.

† Mr. Stockenstrom is brother to the present Lieutenant-Governor of the Eastern Province, and son of Landrost Stockenstrom, who was treacherously murdered by the Kaffirs during a conference with them in 1811, and who commanded the left division of the forces in the campaign of that year under Colonel Graham.

burghers of the Swellendam and Beaufort districts under the orders of Field-Commandant Linde, jun. ; and a detachment of the Cape mounted Rifles, under Lieutenant Granet, 98th Regiment, attached to the corps : a party of artillery, with two light three-pounders, accompanied the division ; the whole, including commissariat department, camp followers, &c., amounting to about 1100 men, and commanded by Major Cox, 75th Regiment. Lieutenant Sutton, 75th, was Adjutant to this division.

Whilst the 3rd and 4th divisions were left to awe and repress the frontier chiefs, Macòmo, Tyale, (sons of Gaika,) Eno, Bothma, &c., his Excellency Sir Benjamin D'Urban marched, with the 1st division under Lieutenant-Colonel Peddie, 72nd Highlanders, towards the Great Kei, to demand satisfactory answers in person from Hintza (paramount chief of all the Amakosas east and west of the Kei), to communications made to him on the part of his Excellency by the Commandant, Van Wyk, in February and March.

Hintza, though never personally engaged in that succession of bloodshed and rapine which has ever been the result of our intercourse with the Amakosas, had been, however, strongly suspected of not only countenancing but urging the daring inroads of the border chiefs, being rewarded by them with a part of the booty thus obtained. This suspicion has been fully justified by his subsequent duplicity, and the circumstances which have come to light since the commencement of the irruption. On this occasion he even went so far as to furnish supplies of men, many of his captains being recognised amongst those who invaded the colony in December and January ; and for the greater security of the colonial plunder, he consented to receive it into his own country, where he had also prepared a retreat for the frontier chiefs, in the event of their being defeated by the British troops. There can be no doubt that Hintza had been induced to act in this instance with less of his usual caution, and thus to expose himself to the chance of detection, by promises of assistance from some disaffected people in the colony\* : he trusted that the time had now arrived when he should no longer be obliged to wear the mask of hypocrisy, and that he might be able to appear openly what he had ever been in secret, the inveterate enemy of the colonists. Had he been sincere in his professions of friendship, with his influence as father of the tribes, backed by a force far superior to that of any of the other chiefs, it would have been an easy matter to have restrained the evil propensities of his "children," or to have punished their turbulent and refractory proceedings. But his conduct was wise in a Machiavelian point of view : he profited by a policy, mincing and short-sighted, hitherto adopted by us, which only occasionally destroyed one of the heads of the hydra that infested our eastern possessions, but at the same time was the cause of an increasing number springing up in its stead ; and had not the hot iron been so seasonably applied, the colony would have groaned under this monster for ever.

Sir Benjamin D'Urban pursued the only system that could effectually

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\* This is not a mere unfounded assertion, but has been corroborated by the evidence of the frontier chiefs themselves, who admitted, in a conference shortly previous to the peace in September, that they had not only been promised support in the prosecution of the war, but had actually received supplies of ammunition from the colony.



strike at the root of the evil. On the 15th April he crossed the Kei; sent to Hintza requiring his immediate presence to confer with him concerning the war, "and to enforce a compliance with the terms previously proposed," that in the mean time hostilities should be abstained from. The chief not only disdained to send any answer to these several communications, but actually commenced hostilities by various acts of gross violence. • Offensive operations were in consequence immediately directed against him, and carried on with such vigour and success that the humbled chieftain was too glad to obtain a respite on any terms. Hintza was evidently not prepared for this energetic conduct on the part of the Governor, and evinced tokens of a subdued spirit by a message to his Excellency, that if he would draw off his troops he would come into the camp and confer personally with him. Accordingly, on the 29th April, Hintza entered the camp of the 1st division a suppliant for peace, and was treated with a kindness and consideration ill deserved by him. The treaty was read to him: on the following day, the 30th, it was ratified, and the termination of hostilities announced to the troops, by the discharge of three pieces of artillery; Hintza of his own free will offering to remain with his son Krili, his brother Buku, and others, as hostages for the fulfilment of the several articles.

On the 10th May following, by a proclamation of his Excellency, the right bank of the Kei, under a salute of twenty-one guns, in the presence of Hintza and the British troops, was declared to be the eastern boundary of the colony, from its source in the Stormbergen to the sea; and the frontier tribes of Macomo, Tyalie, Eno, Bothma, T'Slambie, &c., to have forfeited for ever, by their unprovoked aggressions, the lands of their inheritance. Hintza was, moreover, required, as sovereign lord of all the Amakosa tribes, to issue his orders to the refractory chiefs to lay down their arms; and the Commander-in-Chief, willing to stop the further effusion of blood, furnished the several officers commanding his divisions with instructions, authorizing them, in the event of any of the chiefs being disposed to submit, to offer such lenient terms as under the circumstances they could scarcely have merited.

In the beginning of May two Kaffirs arrived at the camp of the 3rd division, still on the Debe, escorted by a party from head-quarters. These were messengers who were to put themselves in communication with the frontier chiefs, to inform them from Hintza that he had made peace with the British, and desiring them to cease from farther hostilities. They accordingly on the following morning took their departure, and returned two days afterwards, stating that they had seen Macomo and Tyalie, and had delivered the message; that the chiefs had refused to surrender either their persons or arms, but had expressed their willingness to agree to terms of peace.

Sutu, the great queen of the late Gaika, hearing what had taken place, dispatched a Kaffir female to inform Major Cox that she wished to "open out her heart to him respecting her children," alluding to all the tribes subject to the family of Gaika. A tent was in consequence pitched for the use of herself and suite and, when everything was ready for her reception, a waggon was sent to convey her to the camp.

She was received with the respect and attention due to her exalted

station, and coffee, beef, &c., in great abundance, were placed at her disposal, which seemed not to be the least agreeable part of the business. Although the daughter of an Amatembu chief, in whose veins flowed the noblest blood of the Kaffirs, she is evidently of Hottentot descent, possessing some of the most prominent features that characterize that extraordinary race. Her conduct at the commencement of the "gathering" was distinguished for its benevolence and humanity in the protection of the Kaffir traders. One instance deserves particularly to be recorded. At the missionary station of Burn's Hill, looking into the richly-wooded glens of the Amatola (the principal source of the Keisi-Kamma), there dwelt a trader of the name of J——. Sutu, whose kraal was situated at a short distance from the station, was in the habit of constantly attending it. An intimacy sprung up between the queen and the trader, and, notwithstanding the immense difference of their respective situations, she submitted without a struggle to the violence of the *grande passion*. The "rising" took place, and poor J—— would have been sacrificed to the fury of the barbarians, had not the queen interposed her own person, and stayed the uplifted weapon of the Amakosa. J—— soon after found means to reach the colony in safety. He happened to be in Major Cox's camp at the time of Sutu's visit, who, upon seeing her long-lost Adonis, ran up to him, embraced him with the most ardent affection, walked round him, patted his rosy cheeks (for J—— was a man of healthy aspect), and shed tears of love and joy.

But to return to our narrative. Sutu, upon hearing the terms offered by the Governor, sent messengers to Macomo and Tyalie, earnestly requesting them to consent to a parley. On the morning of the 13th May, a Kaffir, carrying a red flag, which had been previously given to secure the bearer from molestation, came to announce that the two chiefs were ready for the desired interview, and that if an officer and two men would go to them unarmed they would meet them with their followers in the same state. The spot appointed for the conference was the base of a high hill, about four miles to the northward of the camp, called by the natives "Tabendoda," but better known to the colonists by the name of "T'Slambie's Kop." This mountain is the most remarkable feature in the surrounding scenery. Its sides, densely clothed with almost impenetrable jungle, rise in steep acclivity from the plain and abruptly terminate in a conical peak of naked rock.

Lieut. Granet was despatched with two men of the Cape Corps (one an interpreter) to the place of rendezvous; but on arriving he was informed by some Kaffirs that the chiefs were on the summit, and positively refused to leave their place of security. Sensible that the opportunity was not to be thrown away, and that by an act of confidence in their generosity he might the more readily induce them to accede to his proposals and accompany him to the camp, Mr. Granet proceeded through the bush, and on reaching an open space on the top suddenly appeared in the presence of the two chiefs, surrounded by about three hundred of their followers, many armed with guns, but by far the greater part with their usual weapon, the assegai. Being taken by surprise, they hastily endeavoured to conceal their arms by throwing them into the bush, and, resuming their seats upon the ground, awaited



the approach of the officer in profound silence. He advanced, and, taking Macomo and Tyalie by the hand, saluted them, and seated himself by their side, they merely answering in the colonial manner, "Goed morgen."

• Macomo is a man of about forty-three years of age, short, but beautifully proportioned, and of a very dark brown. His features, which are cast in the Asiatic mould, are handsome; and there is a daring and determination in the piercing glance of his eye and compressed lip that command admiration. At this time his appearance was care-worn and dejected, as if he had suffered much both in mind and body from the effects of the war. His hair and beard, contrary to the general custom of the Kaffirs, had been allowed to grow, and were slightly sprinkled with grey. After listening attentively to the message, and remaining a few moments wrapped in thought, he spoke, at first in a subdued voice, but, gradually warming with the relation of his wrongs and sufferings, he started to his feet, stretched out his arm from beneath the leopard-skin kaross that covered his shoulders, and burst forth in a tone of such impassioned eloquence, and with so much vehemence, that the foam gathered about his mouth, and having finished he sank down amidst the murmurs of approbation that greeted him from his counsellors and warriors.

• The soft harmony of the Kaffir language, and the warmth of the delivery—both so well calculated for the display of oratory—are sufficient powerfully to engage the attention and affect the feelings of those even to whom the subject is unintelligible. The euphony of the language is, however, occasionally disturbed by a clucking noise peculiar to the Hottentot tongue, and plainly indicates the former intercourse of the Amakosas with the Gonaquas, whose territories (the Zurveeld, now Albany) they had at a remote period either purchased or overrun.

It had been mentioned during the conference that his Excellency intended, in the event of their continued obstinacy, to expel the Kaffirs from their country, and that it was probable that part of it would be allotted to the Fingoes, a tribe who had recently been emancipated from their thralldom under Hintza. Macomo answered with bitterness; asked why the Amanglezi (the English), whom he respected, assisted the Amabulu (the boors), who were his only enemies, and whom he accused of having been the cause of all our differences; but added, "The English are a brave people—they are our conquerors, and we must submit; but let them live in our father's country themselves—the Amafingoe shall never sit upon his hams."

Tyalie, who is a handsome Kaffir, tall and athletic, listened to all that passed, with that air of apathy and indifference that marks his character; the fatigues of the campaign seemed not to have affected him; indeed it is much to be doubted whether he ever took a very active part in the numerous skirmishes that occurred, his courage not being of the very "highest order."

• The two chiefs, after a great deal of conversation on various topics, and inquiries concerning people with whom they had been acquainted, dismissed Mr. Granet, who distributed some brandy and tobacco amongst them (they making him promise to bring more); requesting him to send their mother-in-law, Sutu, to them, and that on his return



they would accompany him to the camp; Tyalie calling out in English, "I shall come, I shall come"—words that he had learned at the missionary station of the Chumie, near which his kraal was situated.

Lieut. Granet, after remaining some time at the camp, returned to the place of meeting, leaving Sutu to follow more slowly; but on his arrival a scene presented itself calculated to awaken his suspicions that all was not right. The chiefs had now, with their followers, assembled at the base of the Tabendoda, and at the edge of the bush, whilst a large semicircle of warriors enclosed them, each man lying on the ground by his assegais, and pretending not to notice the approach of the officer and his attendants. He determined, however, not to betray any symptom that he feared treachery, and accordingly rode through the warriors, cautioning his men, on the slightest movement of the Kaffirs, to dash through them, and make the best of their way across the open country to the camp. He then told the chiefs that Sutu was coming, and that he was waiting to escort them to Major Cox. Macomo sharply demanded why they did not dismount; and rushing up to the interpreter's horse said, "You are armed!" and opening the holster, pulled out a pistol, which the man, unknown to any one, had secreted.

This moment was a trying one: the movement was too sudden to have been anticipated, and nothing remained but to deal with them by fair words. The officer then pointed out to Macomo that he was the first who had broken the agreement by appearing armed; showed how completely they were in the chiefs' power; and appealed to them whether it were likely that he would have trusted himself with them had he entertained any treacherous intention towards them. Mr. Granet then dismounted, and sent the horses without the semicircle. Macomo, having returned the pistol, said, "I know why you wish me to go to the camp—you want to make me a prisoner like Hintza; it is no use denying it." Seeing that the officer was preparing to refute the charge, "See, here are Hintza's messengers," pointing to two Kaffirs who were near him; and adding, "If Major Cox wants to speak he must come to me."

It appeared that about this time a general massacre of the Fingoes (who had joined the English on their crossing the Kei) had taken place; and his Excellency, having previously declared them to be free British subjects, had given Hintza to understand that he would resent any violence offered to these people equally as to any other British subjects. Hintza was at this time, of his own accord, a hostage for the fulfilment of the treaty, and expressed his dissatisfaction at not being allowed to do as he pleased with "his dogs." But upon the Governor placing him under stricter surveillance, and telling him that if he did not send to his people and instantly stop the massacre, he would hang two of his suite for every Fingoe that was murdered, it had the desired effect; but Hintza, at the same time, sent to the frontier chiefs, "*warning them to beware of themselves, for that he was a prisoner.*" Unfortunately, this news had reached Macomo and Tyalie since Mr. Granet's first interview in the morning; and although old Sutu, who had now arrived, used every argument to induce them, they resolutely refused to go to the camp. Macomo, indeed, once or twice seemed

willing to give way, but was strongly dissuaded by his brother and "keemraden;" and the old queen having retired into the bush, they engaged, in an under tone, in an animated and earnest conversation. When the interpreter, who had been listening attentively, addressed his officer—"Sir we must go, they are talking about us," Mr. Granet immediately reminded the chiefs of the brandy and tobacco he had promised them. The temptation was too strong, and, leaving the subject under discussion, they followed him to the horses, preventing their people from approaching, fearing that their share would not be so great if others were allowed to beg. But even then suspicion—a feeling strongly implanted in the Kaffir character—was alive, and they would not touch the liquor until it had been previously tasted by the officer, they watching him narrowly, and looking into his mouth to see that it had been fairly swallowed. Macomo then drank largely, and beckoned to several of his principal men whom he wished to treat, taking care, however, to take a sip as he handed the dram to them.

The spirit now began to take effect, and Mr. Granet, judging that this was the most proper time to take his departure, after warning his men to be ready, suddenly mounted, bidding the chiefs farewell, and promising to see them again in the evening. He returned to them at two different periods that afternoon, endeavouring to persuade them to agree to the mild terms offered, but without avail; taking care, however, not to put himself any more in their power. All that he could prevail upon them to do, was to meet Major Cox about a mile from T'Slambie's Kop, upon the plain, who, aware of the importance of the opportunity, agreed to the interview. Tyalie, Macomo, Clew, and several others came, attended by about twenty of their followers, unarmed, having nothing but the slender walking-stick, similar to the one they tie up with the assegai, to prevent the stem from warping. Hundreds of Kaffirs were preparing to rush into the plain, but, upon Macomo waving his hand, they returned slowly into the bush. The chiefs expressed great delight at seeing their old friend, Major Cox, whom they had known for years, but no arguments he could adduce were of sufficient force to prevail upon them to accept the indulgence offered by Sir A. D'Urban. Major Cox, after having delivered the commands of his Excellency, told them, "that their flocks and herds should no longer graze upon the green hills of their fathers, that the land of their birth was soon to become a land of strangers, and the clear waters of the Chumie and Amatola should henceforth flow on undisturbed by them, into the ocean."\* Bitter was the expression of many countenances at this intelligence; but savage indeed must that breast be, that could turn from a country, which Nature has exhausted herself in endowing, without feeling a keen pang at the separation. The mountains covered with forests of magnificent timber, the fertile valleys watered by innumerable streams, and, to crown all, a climate surpassed in loveliness by none in the world, have contributed to render Kaffraria superior in natural advantages to any other of our colonial possessions.

Major Cox and his small party returned to the camp, regretting that

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\* Words actually made use of by a Kaffir in the hearing of the writer, when alluding to their expulsion from the newly-acquired territory.

unforeseen events should have thus interfered with an interview, that promised, at its commencement, to put an end to a harassing war, that had now lasted for upwards of four months, and which continued until treaties of peace were ratified with all the frontier tribes, at Fort Willshire, on the 17th September, 1835.

The ill success of this interview can only be attributed to circumstances solely arising out of the conduct and character of Hintza. This chief united in his own person all the worst traits of the Kaffir. Although the head of the Amakosa tribes, he had never, in our former differences with our savage neighbours, been made responsible for the acts of the petty princes. He therefore hoped, by not openly declaring himself, still as heretofore to remain unmolested ; yet, by secretly supporting and encouraging the frontier chiefs in their aggressions, to secure a share of the plunder. But the vigorous measures of Sir B. D'Urban taught him what he had to expect. With deceit in his heart, he sued for peace, ratified treaties he never intended to fulfil, freely offering himself as a hostage, and trusting to his own ingenuity for an escape when his flocks and herds should have gained sufficient time to have reached the fastnesses of the Bashee. But this was not to be ; he was caught in his own snare, and met the fate that he so richly deserved.

The manner of his death was unfortunate, inasmuch as it gave a certain party (with what purpose cannot be imagined) the opportunity, by a tissue of the most unblushing falsehoods, to attack the fair fame of a man, who was however far beyond the reach of their puny and dastardly efforts. Their shafts, like the arrows of Locksley from the proof armour of De Bracy, fell blunted to the ground. A compilation of waste paper, under the title of "Alexander's East-India and Colonial Magazine," modestly professing to be "conducted by a society of gentlemen from India," made its appearance, containing an article, headed, "Colonel Smith and the Kaffir Hintza." It requires no comment. The gross scurrility and low blackguardism of the fabrication carry with it its own condemnation. It excited but a smile in those who knew Colonel Smith, and served to introduce those who did not, to the real character of that gallant and meritorious officer.

The death of Hintza has been productive of much good : it has paved the way for the establishment of friendly relations with the Kaffir tribes on a more permanent footing than could have existed had he been alive. It is scarcely necessary to add, in proof of the assertion, the truism, that a nation is more likely to be happy, both in its domestic affairs and foreign relations, under a good government, than under a bad one. Our attention in Southern Africa ought now to be turned, not so much to the reformation of the passing generation of Aborigines, (for that would be labour thrown away,) as to the instruction and improvement of the rising one. The sapling, tended with care, may be made to grow straight, but the aged tree, old in its deformity, alters not.

C. G.



**SUGGESTIONS FOR THE DIMINUTION OF MORTALITY AND THE  
IMPROVEMENT OF DIET AMONGST THE TROOPS IN THE  
WEST INDIES.**

IN our Number for May we took occasion, while announcing the adoption of the new system of reliefs advocated in our pages, to introduce some analogous observations (p. 123, &c.) on the perverse and injurious mode of provisioning the troops in the West Indies. In confirmation and extension of those views we are now furnished with a practical commentary in the shape of a correspondence on the part of a distinguished general officer with the authorities, respecting the condition and diet of the force employed in those colonies. The purpose of the present inquiry is explained in the following circular, addressed to officers whose experience has enabled them to form opinions on the subject; amongst these none is more eminently qualified or more zealously disposed to afford the requisite information than the experienced and scientific soldier whose replies and suggestions we have the pleasure to subjoin.

• CIRCULAR.

Horse-Guards, 25th February, 1837.

SIR,—The Secretary-at-War having intimated to the General Commanding-in-Chief that the Lords Commissioners of his Majesty's Treasury have evinced the most earnest desire to co-operate in the endeavour which he has made to diminish the mortality among the troops in Jamaica and the West Indies, so far as that calamity can be mitigated by an improvement in their diet; and that, having already authorized a considerable change in the rations from salted to fresh meat, their Lordships are desirous of being further informed upon this matter before any more extensive change be adopted. I am directed by Lord Hill to call your attention to the following points, in the hope that from your experience in the Service of those colonies you will be enabled to furnish useful information on this important subject.

It has been proved by an accurate examination of the returns that there is no military command where the ratio of mortality among troops is so high as in Jamaica. It is equal to 1-7th of the force annually. In the West Indies, generally, the mortality is between 1-12th and 1-13th of the force annually. Under these circumstances the Lords Commissioners of his Majesty's Treasury have authorized the Commissariat Officers at Jamaica to issue fresh meat to the troops every day in the week, and the other small articles of the rations also; and the Commissariat Officer in the Windward and Leeward Islands has also been authorized to extend the issues of fresh meat to five days in the week in lieu of two (as at present), and to issue salted pork for the two remaining days in the week, at the rate of 12 ounces per day in lieu of 9 1-7th ounces, diminishing the quantity of rice from five to four ounces daily in each issue of fresh meat; in consequence of which the weekly rations of provisions in that command will be as follows:—

7 lbs. of bread.

5 lbs. of fresh meat, at one lb. per day for five days.

1 lb. 8 oz. of salted pork, at 12 oz. per day for two days.

1 lb. 4 oz. rice, at 4 oz. each day when fresh meat is issued, five days.

1 pint pease, half a pint with each issue of salt pork, two days.

9 oz. sugar.

5 oz. cocoa.

Having thus stated to you the case as now settled, the General Commanding-in-Chief is desirous to receive any observations which may occur

to you upon this arrangement, and also whatever information and suggestions it may be in your power to offer, tending to the amelioration of the condition and improvement of the health of the soldier sent to serve in those colonies. I have the honour to be, Sir,

Your most obedient humble Servant,

FITZROY SOMERSET.

1st March, 1837.

MY LORD,—I do myself the honour to acknowledge the receipt of your Lordship's circular of the 25th ultimo, calling upon me, by desire of the General Commanding-in-Chief, for information upon certain points connected with the health of the troops at Jamaica, in particular, where the greatest mortality prevails, and also the other West India Islands.

During the five years that I served in the West Indies, I had an opportunity of visiting many of these islands, and even at that remote period I was strongly impressed with the improper position in which the barracks were placed, either on the leeward side of the island, or on the tops of hills, and I shall briefly point out the reason why I have come to these conclusions, which I am warranted in bringing before your Lordship, as facts that have come under my own knowledge; and from my experience I cannot but attach more weight to the local situation of the troops than to their diet.

As the wind in tropical countries is nearly all the year round from the same point in its progress over the greater or lesser extent of the decomposed vegetable and animal substances, followed by the great evaporation arising from the heavy dews and powerful influence of the sun, the atmosphere becomes more or less charged with pestilential miasma, which the troops to windward totally escape; and in proof of my conclusion being correct, and in support of my opinion why Jamaica should be more unhealthy than the other islands, it arises out of the accumulated quantity of miasma in passing over a greater extent in Jamaica, aggravated by very large savannas, or swamps, than in any of our other West India Islands.

In further confirmation that it is the pestilential miasma which is so destructive to the health of the troops in the West Indies, every hurricane, from the severe one of 1780 down to that which lately ravaged the Leeward Islands, has proved beneficial to the health of troops after it was over, from destroying the miasma; and for the six years that followed that of 1780, the most severe in the memory of man, the islands were nearly as healthy as in Europe; and the 66th Regiment, then at St. Vincent's, did not lose above a man a-year from the effects of the climate, and living almost entirely on salt provisions.

I have to state that in 1797, when we were burying between seventy and eighty men a-month, of the 53rd Regiment, at Kingston—St. Vincent's, the post to windward, and in the Charaib country, did not lose a man, the troops being as healthy as they could have been at home. The same applied to the 69th Regiment, which I commanded at Jamaica in 1802; and it is to be remarked that what I state with regard to the former regiment was during war, when there were no fresh provisions ever issued to the troops.

I have often reflected that experiments should be made of fitting up a barrack in the West Indies with wire gauze windows, which would operate on the principle of the safety lamp of the late Sir Humphry Davy, by separating the miasma and rendering it innocuous, as in passing the Pontine Marshes individuals who take the precaution of using a gauze veil escape the malaria. The objections I have to elevated situations for barracks, such as Fort Charlotte, St. Vincent, Morne Fortuné, St. Lucie, Brimstone Hill, St. Christopher's, and others, is, that the soldier in climbing those hills gets extremely heated, as he generally carries up what he has



purchased in the town below, and on getting into barracks he is suddenly exposed to a thorough draft of wind, which causes a check of perspiration and produces either fever or dysentery.

Let any one visit the situations of nearly all the barracks in the West Indies, with the exception of St. Anne's, Barbadoes, he will pronounce them excellent military positions, in which the health of the troops has never been considered.

So far from shrinking at the idea that my opinions should be criticized, I am most desirous they should be thus publicly recorded, as they have cost me many deep and painful reflections, that, during a period of upwards of thirty years since I quitted the West Indies, the same system has been pursued, the mortality appalling, and no steps taken to arrest it. I feel confident that no person who has had the advantage of the experience I have gained in these colonies, or who may be capable of tracing effects to their true cause, and thereby arriving at a just conclusion, can deny that the physical laws of nature in tropical countries operate more to the destruction of human life from local situation than diet, although I am fully prepared to admit that diet and strict discipline have a strong tendency to counteract in some degree the baneful effects of climate, but can never change the course of nature.

I served at the capture of Trinidad in 1797, and commanded the 53rd Regiment at the attack of Porto Rico the following year, which lasted above a fortnight, with the severest duty, when the whole troops lay out without any covering but their blankets, lived entirely on salt provisions, yet had no sickness, it being to windward. The siege of Morne Fortuné, St. Lucie, lasted six weeks, during which, also, the troops lay out in their blankets, having nothing but salt meat, yet had no sickness.

In the Island of St. Vincent, I served for two years in the woods, in the windward and Charaib country; in both these instances the troops never once had fresh meat, and their health was quite equal to what it would have been serving in Europe.

The late Admiral Sir John Duckworth commanded the fleet at that time (1802), which consisted of sixty sail of pennants, at Jamaica, thirty of these ships of the line, and he informed me, that during nine months he never had a death vacancy; adding—"But they owe it all to me, because I never allowed one of them to sleep out of his ship."

At this time the 69th Regiment suffered most at the posts of Port Merant, Port Royal, and the Twelve Apostles, all to leeward; and it is well known that at the most unhealthy parts of the Coast of Africa, they are free of sickness while afloat, but a single night on shore often subjects them to an attack of fever. It would thus appear from all these facts, that pestilential miasma becomes neutralized in passing over a certain extent of sea-water.

So damp and deleterious is the atmosphere during the rainy months, that in St. Lucie I have seen the boots I wore the evening before covered with blue mould by the morning. There is an extensive savanna between Spanish Town and Kingston, near which the negroes are not exempt from fever; and I have known officers attacked with it after one day's shooting; and I could multiply many other cases, if it would not be considered prolix.

I may here state a fact in support of the beneficial effects of discipline; and although of a personal nature, without wishing to arrogate to myself any merit beyond the performance of my duty, and having in view the best interest of the soldier and his health, I am induced, under this consideration, to state the circumstance, in order to show that much depends on the Commanding officer of a corps in the West Indies.

In 1802, when I took the command of the 69th Regiment, at Kingston and Spanish Town, Jamaica, my predecessor in command had been in the habit of allowing the soldiers' balances to accumulate to the end of the



month; at that time they had three days allowed them, during which they never attended a parade, neither was there proper appropriation of any part of their pay to the purchase of vegetables, &c.: the consequence was as might be expected—the hospitals were filled, and I found 230 men under medical treatment.

By altering the whole system, and introducing nearly that which was established by his Grace the Duke of Wellington into the regiments in France, the balances at the end of the month became trifling, and very little drunkenness. In the course of a few months one hospital was shut up; and when the regiment marched to embark for England, a distance of ten miles, there was but one man unable to accompany it, and that was a case of accident.

I shall further remark, that the war occupation of a West India island, and the quartering the troops in time of peace—keeping in view their health—are totally at variance, and it can easily be proved by experiment of sending small detachments of troops to the windward parts of Jamaica, such as those of Mondego Bay, St. Anne's, Owia, St. Vincent's, Soufrière, Pigeon Island, St. Lucie, or any other similar situation of any of these islands, during the hurricane months, or unhealthy season; and the returns of the casualties of the troops in such situations will, I feel confident, satisfy Lord Hill and the Lords of the Treasury that, until a total change takes place in the situations of quartering the soldier in the West Indies, the country may be put to a heavy expense in altering the diet of the troops, but that such change will not reach the root of the evil.

In confirmation of this I may adduce the fact of the mortality amongst the officers of many corps at Jamaica, more particularly the 50th Regt., as well as those in the Leeward Islands, which proves that it is not change of diet alone that is to be looked for to counteract the dreadful mortality.

In conclusion, what I have to propose is, that one of two courses should be adopted to counteract the mortality in these colonies; either of which will be attended with the best effects, and the one the least expensive to the country should be followed; namely, to remove all the troops from the leeward side of the islands during the months of August, September, and October, and hut or encamp them to windward, or to embark them on board large ships with port-holes, such as the old forty-fours, on two decks, or East Indian men of not less than 800 tons, regularly moored broadside to wind. In Port Royal harbour, Jamaica, this could easily be effected, as the bay is so extensive and well aired by the alternate land and sea breezes; the duties could easily be carried on from the ships by sending the men for duty and relieving them next day.

I must confess I am most partial to the adoption of this plan in preference to the other, because it carries with it this additional advantage, that by one or two ships being kept at Kingston all the year round a regiment could be embarked at any time, whenever sickness showed itself, and be kept afloat until it was gone. The same system would equally apply to all the Leeward Islands with the same advantage.

I have only to express my regret that what I have stated, although perfect matter of fact, and what has fallen under my own immediate observation, is not presented to your Lordship in that methodized form I could wish; yet I trust the General Commanding-in-Chief will be pleased to overlook these minor considerations, as I am prepared to furnish any further information his Lordship may require; and should any suggestion I may have communicated become the means of relieving in any degree suffering humanity in those colonies, to the consideration of which I have devoted the whole energies of my mind, I shall feel it a subject for gratifying reflection during the rest of my life.

I have the honour to be, my Lord,

Your Lordship's obedient humble Servant.

We annex the following letters, connected with the foregoing documents, which they forcibly illustrate :—

April 4, 1837.

MY DEAR LORD,—In transmitting my official reply to your Lordship's circular, respecting the health of the troops in the West Indies, I am induced to trouble you with a few lines to say, if my proposal of changes meets with any encouragement, or is favourably received by Lord Hill, I shall do myself the honour of waiting on you in April, when I shall be in town, to explain myself more fully; and so confident do I feel that my plan will do good in arresting the mortality, that, had my health permitted, it would have afforded me the greatest satisfaction to have gone to Jamaica to have it carried into effect, and even to have remained on board with any regiment in Port Royal harbour during the hurricane months.

I omitted to state that I cruised off St. Domingo for some weeks in H. M. ship *Goliah*, when Marshal Le Clerc, with 40,000 men, was trying to subdue it, during which time he buried nearly all his force from sickness, while we on board, at a few leagues distance, had none.

The ships of war at Port Royal, Martinique, were frequently very unhealthy, and were always sent to sea to recover their men, which invariably had the desired effect. &c. &c.

23rd March, 1837.

MY DEAR LORD,—With reference to my letter of the 1st instant on the subject of the health of the troops in the West Indies, I have now the honour to send your Lordship a copy of a letter from Dr. Traill, Professor of Medical Jurisprudence in the University of Edinburgh, whose universal knowledge and profound skill on almost every subject, entitle his opinions to the first consideration; and, as intimately connected with that most important question of health in the West Indies, I request your Lordship to communicate it to the General Commanding-in-Chief. And as the conversion of new into old rum, by Dr. Traill's process, is so extremely simple, his Lordship will probably be disposed to avail himself of it; and, if he views it in that important light, the rum issued to the troops all over those islands could easily be deprived of its pernicious qualities.

I trust your Lordship will pardon the liberty I take in referring you to Dr. Robert Jackson's work, in thin quarto, second edition, published in 1824, entitled "A View of the Formation, Discipline, and Economy of Armies." He served in our Army at St. Domingo in 1796 and subsequent years; and although I was unacquainted with his opinions at the time I had the honour to write your Lordship, I cannot help quoting a passage from it, as it coincides so much with my own. At p. 502, he says "European troops may be so stationed in the islands of the West Indies, as to retain their health nearly as perfectly as they could be expected to retain it in their native country."

In page 517 he says, "The situation of the greater number of forts, or barracks, whether erected by the English, French, or Danes, is not favourable to health."

In a note at page 504, it is stated "that out of between fifty and sixty officers who were taken prisoners in 1796, and allowed to live on parole at Pointe a Petre, Guadeloupe,—they had plenty of money, provisions, meat, and drink,—in four months thirty-two only remained alive; they had been prior to that time confined upwards of twelve months in the hulks in the harbour of Pointe a Petre on scanty allowance of food, often not exceeding six ounces a-man per diem; none of them died during that period."

Nothing can be stronger in support of the plan I had the honour to propose, of embarking the troops either at Port Royal, Jamaica, or the other islands, on an occasion of sickness, or during the hurricane months of each season.



I think the above extract proves to demonstration, that the pestilential miasma had been destroyed or neutralized in its passage across the ocean, although the learned Doctor makes no allusion to the cause of the extraordinary change that had been occasioned by their being landed.

I have many apologies to offer to your Lordship for intruding myself so largely on your time, &c. &c.

10, Albyn Place, March 20, 1837.

MY DEAR SIR,—The following are my remarks on the two interesting subjects of our conversation this evening:—1. The proposal to defend the body against marsh miasms, by the interposition of gauze-net, was, I think, first made by Rigaud de l'Isle, in the *Mémoires de l'Institut* for 1817. He there asserts, that the miasms causing intermittent fevers are denser than common air, and may be separated from it by this mechanical species of filtering. I have often suspected that his ideas were wholly hypothetical, and founded on the analogy offered by the effect of wire-gauze in Davy's safety lamp; but since that time Brocchi has taken up the same idea, in his curious work, *Dello Stato fisico del Suolo Romano*, and he avers that he has successfully employed a fine gauze mosquito-net in counteracting the effect of *malaria*. The nets employed by both were of silk. I have also been informed by a friend, that in some Italian hospitals, where intermittents were frequently caught from open windows, this has been obviated by substituting fine gauze for glass, and thus ventilating, while the miasm was excluded. It has been stated that similar defences have prevented the spreading of contagious diseases in hospitals, &c.

It is certainly a fair subject for experiment, in any of our unhealthy stations, where it is necessary to have troops. In that case I would suggest that copper-wire gauze, such as is used for safety lamps, should be tried in the windows; and additional security might be sought for, by the use of fine cotton gauze mosquito curtains. In cases where hospital gangrene rages, the gauze curtains might save valuable lives, if not by excluding miasms, by lessening the chance of communication by flies and other insects, that transport the virus from an infected to a healthy wound.

2. The poisonous effect of new rum has been fatally experienced by British armies in the West Indies. The late Dr. Wm. Wright assured me that much of the mortality among the British troops in St. Domingo was to be attributed to the infamous quality of the rum provided for the stores, and other scandalous defects in the Commissariat. Be this as it may, it has been well ascertained, since the paper of Dr. Hunter, that the *dry belly-ache*, which is so fatal to our soldiers, is principally, if not wholly, caused by lead in new rum. My own opinion is, that this disease is identical with the painter's colic, which I believe always to arise from the poison of lead.

Some years ago, while residing at Liverpool, I had new rum sent me from the West Indies, and I readily detected lead in it. Portions of the same distillation, put up in oak puncheons, after standing in them for some time, shewed not a trace of lead; whereas, what was immediately received from the still, in a glass bottle, invariably contained lead.

The manner in which lead finds its way into the spirit is very obvious. In a hot climate, during the vinous fermentation of the cane juice, much acid cannot fail to be produced. The worm of the still is generally of lead,—the acid, raised along with the spirit, attacks the lead of the worm, and forms with it a soluble salt, which impregnates the product of distillation with the deleterious metal. This cause is so obvious, that, as early as 1723, the State of Massachusetts, then a British colony, passed a local Act, prohibiting the use of leaden worms in distillation—a wise measure, which ought long ago to have been adopted by our legislature.



The manner in which old rum becomes wholesome spirit is also very obvious. I found that, if kept in glass, it does not deposit its lead; but if kept in oak casks no lead is perceptible, by the most delicate tests, after a few months. This is owing to the effect of the tanning principle, derived from the oak staves, forming a very insoluble precipitate with all the soluble salts of lead. The spirit, when put into the cask, extracts the tannin from the oak, and this gradually precipitates the lead. Now, I have successfully accelerated the process, and, by adding infusion of oak bark to new rum, have converted a deleterious spirit, in a fortnight, into one equal to the best old rum, while the colour of the liquor was improved. From some experiments which I made, it would appear that ten or twelve ounces of oak bark, made into a decoction with half a gallon or a gallon of water, sufficed to separate all lead from the most highly impregnated puncheon (eighty-four gallons) of new rum. All that is necessary to produce the effect, is to pour it into the cask, to stir the mixture once a-day for a week, to allow the insoluble matter to subside for a fortnight or three weeks, and then to rack off the clear spirit. This plan I have communicated to several West India planters, and believe that it has been put into practice for several years.

You can easily try the experiment: add a little sugar of lead in solution to spirit, and drop into a glass of it some infusion of oak bark, or of galls, and you will find a muddy precipitate formed.

This subject is one of considerable importance to the Army and Navy. Expensive contracts are made for old rum for the use of the seamen and the soldiers. It is well known that sometimes old spirit has not been furnished, and the men have suffered; but the principles here stated render such contracts unnecessary, as a spirit equally wholesome may be speedily obtained by a cheap and simple manipulation, which is even more effectual in precipitating the lead from the spirit; and the test of nut-galls will enable any commissary to detect the presence of lead in any spirit, by an experiment of the simplest kind. The test is best made of a tincture of galls, *i.e.* by digesting the galls in common spirit. This will keep any time, while the watery infusion is apt to become mouldy. Hydrosulphuret of ammonia is a still more delicate test of lead, instantly blackening spirit which contains the smallest quantity of lead.

Pardon the haste in which this has been written, and believe me very faithfully yours,

THOMAS STEWART TRAILL.

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Our matter has this month so overrun our space, that we are under the necessity of omitting our usual department of Memoirs from our present Number. Thanks to the kindness of Correspondents—the relatives of deceased officers,—we are supplied with many authentic biographical notices, which we hope to introduce in as quick succession as our limits will permit.

## FOREIGN MISCELLANY.

## FRANCE.

## REGIMENTAL SCHOOLS, &amp;c.

From a statement drawn up by the Minister of the War Department, we extract the subsequent information. There were 326,298 young men on the lists for the last ballot for recruiting the army. Of these

155,839 were able to read and write; being an average of  $47\frac{7}{100}$  in every 100.

11,784 could only read.

149,195 could neither read nor write; being an average of  $45\frac{7}{100}$  in every 100.

9,480 whose state of instruction was not ascertained.

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326,298

Nearly the same proportions were found to hold good in respect of the 80,000 recruits who were drawn by the ballot: for of these 40,136 were able to read and write, and 34,569 could neither read nor write. In the preceding year, out of the 285,806 young men on the balloting lists, 131,011 could neither read nor write. From this investigation it would appear, that one-half of the French population, who have attained the age of twenty, are without any education whatever. With a view to remedy this deplorable state of things, so far as the military are in question, two special schools have been attached to each regiment. In the higher class of these schools, designed for the sub-officers, grammar, arithmetic, keeping military accounts, geography, military history in reference to France, the elements of geometry, and of temporary fortification, and taking plans, are taught. In the inferior class of schools, intended for corporals, privates, and *brigadiers*, nothing beyond reading, writing, and arithmetic, are taught.

Various regulations have been laid down for the purpose of exciting emulation among those who attend the schools. Such as eminently distinguish themselves are entitled to have their names inserted in the regimental orders of the day, and thereby acquire a claim to promotion. After two years have expired, from the first establishment of these schools, the sub-officers reported for promotion are previously to pass an examination in such branches of knowledge as are taught in the regimental schools. Monthly gratuities are given to the monitors: and, lastly, half-yearly and partial furloughs are preferably granted to soldiers who can read and write, and have punctually discharged their several duties; circumstances which are no small guarantee that their conduct has been regular and orderly. The average numbers of those attending the schools in each regiment are—in the infantry, 190, of whom 142 attend the lower description of schools, and 48 the higher; and in the cavalry, 95, of whom there are 74 in the lower, and 21 in the higher.

## SWITZERLAND.

## CANTON OF TESSINO.

The law of 1823 is still the text-book in military matters: and in pursuance of it the ballot includes all young men from eighteen years of age to twenty-four, and two in every 100 inhabitants are drawn at every four years' interval. After serving four years in the "Contingent under Arms," they are transferred to the "Contingent in Reserve," and from thence, by virtue of an ordinance of 1833, pass into the Fencible force (militia), a sort of reserve for the Reserve? This system is attended with many evils: for instance, at the end of every four years the whole military force on active duty is entirely renewed, and the consequence is, that the Contingent, which in case of emergency is the first to act, consists of none but raw beginners and recruits; instead of selecting young and efficient men, such

*cons critti* (or conscripts) as chance to be drawn, are set to drill. In this way it is a mere farce to say, as the law holds out, that "every citizen becomes a soldier;" besides, individuals, drawn at hap-hazard and consummately destitute of every military endowment or acquirement, become qualified for officers by a mere stroke of the pen. Every branch of our military arrangements is conducted on an equally vicious footing, even as regards the two Inspectors-General, and eighteen Commandants of Districts, on whom the drill, disciplining, and instruction of the military, devolve.

## PRUSSIA.

### MILITARY ORPHAN ASYLUM.

This benevolent institution was founded by Frederic William I. in the year 1722, in favour of orphan children of non-commissioned officers and privates of the Army in general; they are boarded and educated until they attain their fourteenth year. The boys, who are brought up to mechanical pursuits or educated for non-commissioned officers' appointments, are in the Asylum at Potsdam; but the girls are received into the Castle of Pretsch, in the circle of Merseburg. Their numbers vary according to the state of the funds in hand; at present they include 500 boys and above 200 girls.

The royal ordinance of February, 1824, directs, that every boy so boarded and educated shall serve two years in the ranks for every single year passed in the asylum, over and above the time of service which the law requires from every other member of the community. And another ordinance lays down an extended period of service for all such male children of military *employés* as receive pecuniary assistance from the funds of this institution.

Between the 1st of January, 1836, and the 1st of June last, the Prussian Service lost not less than eighteen Generals by death.

## ALGIERS.

### ABD-EL-KADER.

This individual, whose active and relentless enmity has so greatly impeded the designs of the French Government in this quarter of the globe, is a member of a very ancient Marabut family, who are descended from one of the Fatimite Caliphs; and was born in the Guetna of Sidy-Machudin, near Maskara. The Guetna is a species of seminary, in which the Marabuts, his ancestors, collected a number of young men with a view of educating them in theology and law. It lies on the declivity of a high mountain, in a delightfully romantic situation. Abd-el-Kader's father gave his son, who is gifted with great intelligence and vigour of mind, as good an education as could be expected from an Arab instructor. Even in his earlier years there was no passage in the Koran of which he was not master; and he was much distinguished also by his assiduity in the study of rhetoric and history. He has this advantage over his fellow-countrymen, and it is one of inestimable value, that he is the most eloquent individual of his day, and is master not only of the history of his native land, but of whatever bears upon its relations with its Gallic assailants. His physical efficiency is of the first order, and in horsemanship he is accounted the most accomplished rider in Barbary. At the age of twenty he was eminent for possessing every acquirement which enjoys popular esteem under that sky, in a more than common degree. He is now in his twenty-eighth year, of middle stature, and light make; his expression of countenance is soft, intelligent, and commanding; he has fine eyes, and a thin black beard; his teeth are irregularly set and have blue spots upon them; his hands are beautifully formed, and tended with peculiar care; his head is inclined a little towards the left shoulder; in manner he is refined, dignified, and prepossessing; he possesses great self-command,



and seldom gives way to anger; and his whole appearance is so winning that those who know him become devotedly attached to him.

Abd-el-Kader is a man of great personal courage, but his talent lies rather in organizing a force than directing its movements in the field. He is, in private life, of pure and even rigid morals, and has but a single wife, on whom he doats. His attire is of the simplest description, undistinguishable from that of a common Arab by either insignia of dignity or outward embellishment; and the only costliness in which he indulges, is in his arms and the trappings of his horses.

He has much taste for study, and devotes every leisure moment his active life affords him to it; nor is he ever without his library, small as it is, even when engaged in field operations.

There is no tent in the whole camp to be compared with his; it is fifty feet long and eleven feet high. The interior is hung with woollen cloth of varied colours, embroidered with arabesques, crescents, &c. A curtain divides it into two parts of unequal dimensions, the smaller one, inside the other, being furnished with a mattress which forms the Sultan's bed. The double curtain, which closes the entrance at night, is thrown open, and kept so by two poles during the day, so that the whole interior of the tent is visible, and accessible to all that wish to go in. In one corner he four silk standards, rolled up; one is red, and belongs to the cavalry; another is composed of a yellow stripe between two blue tones, and is used by the infantry; a third is white and grey; and the fourth is red and yellow. They are hoisted in front of the tent every Friday. His body-guard consists of thirty negro slaves, who constantly surround his tent, but are never relieved; nor have they any night quarters but the bare ground.

DeFrance, an officer of the French Marine, also says of Abd-el-Kader,—“He is of small stature, with rather a long and an extremely pale face, he has large eyes, and their expression is mild: his mouth is small and pleasing: he has a falcon nose, and a spare but very black beard, with a slender mustachio, which gives somewhat of a warlike air to his finely-turned features. His hands and feet are small and well-formed, and kept remarkably clean; he is generally engaged in handling his toes when couching cross-legged on his carpet, or cutting his finger-nails or toenails with a pen-knife, which is constantly lying by his side. Next his skin he wears a fine linen shirt, embroidered with silk at the seams: next comes a haik or woollen covering: outside of this he has on two white woollen mantles, and over them a black cloak. A few silk tassels are the only ornaments discoverable about his attire. He carries no arms in his girdle, and puts his naked feet into a pair of slippers. His head is shorn and protected by three or four sloping Greek caps, over which he is wont to draw the hood of his mantle. After the capture of Algiers Abd-el-Kader set to work with indefatigable ardour to exasperate the Arab tribes against us, and add fuel to their resentment, as well as inflame their religious fervour. His cunning, energy, courage, and superior understanding soon convinced the Arabs that he was the only individual who was capable of upholding their independence against our attempts upon it; hence they have accustomed themselves to recognise him as their leader, and now confer the title of Sultan upon him. Were they to lose him, I know not what alternative would be left them but to submit at once to our yoke.”

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## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

*Colonel Napier, respecting a Note, by Lieut.-Col. Gurwood, in the 8th Vol. of the Duke of Wellington's Dispatches.*

MR. EDITOR,—In the 8th vol. of “The Duke of Wellington’s Dispatches” there is a note, by the Compiler, Colonel Gurwood, to this effect:—That I have been misinformed as to the details of the operations of the forlorn-hope at the storming of the small breach of Ciudad Rodrigo, in 1812; and that a correction of my error has been furnished to me. Colonel Gurwood has, however, in that note, assumed more than I am prepared to admit. It is true that he, thinking I had not sufficiently noticed his share in that transaction, sent me a statement, which I find decidedly incorrect on some points, and on others as decidedly opposed by the testimony of two officers present at the storm. I cannot, therefore, publish Colonel Gurwood’s supposed correction in my 6th volume, unless accompanied by the counter-statements of the officers alluded to above.—I remain, Sir, your obedient servant.

W. NAPIER, Colonel.

June, 1827.

*The late Captain Sir Peter Parker, R.N.*

MR. EDITOR,—It has occurred to me that, having in your March Number come forward to confirm the statement of “Mediterraneus,” with respect to the services of Sir Benjamin Hallowell, it may be inferred from my silence on the subject that I subscribe to the accuracy of his remarks on the affair of the Menelaus with the French frigate and brig off Toulon; and as such is so far from being the case, that I am not even satisfied with the account of that gallant attempt of my late brother, Sir Peter Parker, contained in the extract from Dallas’s Life (quoted by Captain Chamier), I will endeavour to place it in its proper point of view. I shall also seize this opportunity, whilst the services of Sir Peter, as connected with the account given of them in “The Life of a Sailor,” are under discussion, to record in your pages my decided dissent to an opinion hazarded by Capt. Chamier, in his description of the affair of Porto Ercole. In the performance of this duty to a departed and much beloved brother, it shall be my endeavour not to suffer any thing to escape me of a discounteous nature, either towards Captain Chamier, who has declared himself his friend and admirer, or to “Mediterraneus,” in whom, if I mistake not his identity, I discover an old friend.

First then—with respect to the affair off Toulon—I must preface by saying that I, in common with “Mediterraneus,” was an eye-witness of it from Sir Benjamin Hallowell’s flag-ship, the Malta; that I saw my brother very shortly after it took place; and, it may be as well to add, to save explanation by and by, that I had, just previously to it, (being a supernumerary-Lieutenant of the fleet, waiting for an appointment,) been staying some weeks, as his guest, on board the Menelaus, and was, consequently, well acquainted with his general views.

I have said that I am not satisfied even with the account of this affair given in the extract from “Dallas’s Life of Sir Peter Parker.” It is because, whilst showing the great peril the Menelaus was in, and the skill and gallantry by which she was extricated, it omits to give a principal reason for her being placed in such a situation. Sir Peter’s first object in

this attempt doubtless was to board and carry off the French frigate, in the face of the enemy's fleet—and a glorious one it was, and well worth some risk; but there was another great object of which he never lost sight, namely, that of decoying the French fleet into an engagement with ours, to the attainment of which he would, without hesitation, have sacrificed even the *Menelaus* herself—that beautiful specimen of a British man-of-war, of which he was so justly proud. Now, it was quite on the cards that on this occasion he might have been successful in bringing about this desired end; for had the leading French line-of-battle ship pursued him a little farther, or even laid him on board—for although the *Menelaus* might have been destroyed, it was also highly probable that the enemy's ship would have been disabled)—the same “lee current” and adverse strong easterly wind which prevented Sir Benjamin Hallowell's squadron from coming up to the immediate rescue of the *Menelaus*, might have been the cause of the eventual capture of her opponent. Thus a frigate would have been exchanged for a line-of-battle ship, had not the French fleet advanced to her support—in which case a general action would have ensued; as, unless my memory fails me very much, the body of our fleet, under Sir Edward Pellew, though at a considerable distance in the offing, were looking well up for Cape Sepet.

There was one case, however, in which Sir Benjamin Hallowell's squadron could have been of no sort of assistance to the *Menelaus*, and in this the “dash” of the thing consisted. Suppose, for instance, that the French frigate and brig—which, looking merely to their force as compared with that of the *Menelaus*, they ought to have done—had met her half way, instead of “hauling to the wind under their three topsails” the moment they saw her, the matter might have been at once decided by boarding; and had they captured the *Menelaus*, they might have run her into Toulon harbour, which was broad under their lee, before Sir Benjamin could have worked up. Was it, therefore, too daring an attempt in Sir Peter? Not at all. He had just confidence in his well-tried officers and ship's company—in his own resources—and in the capabilities of the fine vessel he had under his foot; and had he carried the frigate—as he doubted not being able to do—the French fleet at this early stage of the business not having got clear of the harbour, he would have had a better start than he had, as matters eventually turned out; and in their anxiety to recapture their friend an additional chance would have been afforded of leading them under the guns of our fleet.

With respect to the shifting of the *Menelaus*'s fore-topmast, I think that Captain Chamier's expression, at which “*Mediterraneus*” takes exception, may be almost literally defended; for the extraordinary celerity with which it was performed might well have appeared like “magic” to the French fleet, who were so unpractised as scarcely to be able to perform the most common evolution without some accident befalling them—such as carrying away a main-topsail-yard or stays—which it required, perhaps, a whole day in harbour to replace. I say it was “magic” to their apprehensions to see, in their eyes, the disabled frigate, “in an incredibly short time,” looking as if she were just out of harbour. To use a technical phrase, the shifting of the *Menelaus*'s fore-topmast was one of the “smartest” things ever done. It excited the admiration of the whole squadron; and Sir Benjamin Hallowell (an authority which I am sure “*Mediterraneus*” will not question) was warm in his praises of it. In me it produced less astonishment, from my recent experience of the very high order into which the *Menelaus* had been brought, by the united exertions of her Captain and of one the most efficient First-Lieutenants in the Service, the present Captain Plumridge—I hope he will excuse my naming him; and it ought not to be implied (as “*Mediterraneus*” has done) that the accident was “unexpected,” or that the *Menelaus* was



“unprepared.” Surely, when proceeding to attack a superior force, under the enemy’s batteries, some damage might have been anticipated; and whilst the *Menelaus*, although for the most part under the fire of the enemy, was “calmly standing out,” a few hands might well have been spared to cast loose the booms, and make other preparations for shifting the fore-topmast.

I shall only add, with respect to this affair, that Sir Edward Pellew, on coming up, being at first inclined to find fault with Sir Peter for having run too much risk, Sir Benjamin Hallowell, impelled by that high sense of justice inherent in him, stepped forward, and bore testimony not only to the gallantry but to the great skill and judgment with which it had been conducted. The fact is, that in making the attempt Sir Peter had duly weighed, and, as far as possible, provided for, every contingency.

The following anecdote, though not immediately relevant to the subject I have been discussing, will show the high opinion Sir Benjamin Hallowell entertained of Sir Peter Parker’s ardent zeal. On the eve of the intended attack on *La Ciotat*, being anxious to obtain some further information, that distinguished officer telegraphed the *Menelaus*—the look-out frigate—to pick up a fisherman in the night. Sir Peter answered, “I will try.” On the reply being reported—“That,” said Sir Benjamin, “is as good as a promise from another man.”

I must here beg to disavow any intention in the remarks I have made to reflect on our brave neighbours over the water. If they avoided an engagement with our fleet, it is but justice to say that it was generally understood that they had orders, from high authority, so to act; and probably the commander of the *Pauline* might have had a similar excuse to plead for not accepting the challenge of the *Menelaus*.

I now come to Sir Peter Parker’s brilliant exploit at Porto Ercole, when he cut out from that strongly-defended harbour a brig laden with the frame-work of a line-of-battle ship, bound for Toulon. The particular passage in Captain Chamier’s “*Life of a Sailor*” of which I have to complain is the following:—

“As the case was desperate, he determined to take the command of the boats himself—a very foolish and a very unjust thing to do, inasmuch as no superiority of rank can be gained by the Captain, and First-Lieutenants of frigates are generally old enough for grandfathers, and have no chance of promotion from parliamentary interest, or they would not have been First-Lieutenants: their only hope is in an affray of this kind—a well-written despatch, and a warm recommendation: besides, it is hard to be deprived of the equal chance of being either killed or promoted.”—Vol. ii. p. 18.

Now, I think that I can show, from Captain Chamier’s own words, that the opinion here given is unsound and untenable, and that, so far from Sir Peter’s conduct being “foolish” and “unjust,” it was that of a wise and good officer. For instance, Captain Chamier states (vol. ii. page 22), that “The brig was captured before the crew had the smallest idea of their danger;” and in the following page winds up thus:—

“This was a gallant business! it was hastily planned, and daringly executed, and our loss trivial when opposed to the number of our enemies, their situation, and constant vigilance. The security of the harbour was so well known to our fleet that the Admiral and many of the officers imagined we had mistaken the port, as two of our frigates had been very severely handled in a similar affair a month previous to our attack.”

Here, then, was an enterprise, the successful issue of which depended on great caution, combined with daring, in the execution of it, and requiring the employment of at least three-fifths of the ship’s company; and was the Captain, I will ask, from some imaginary duty to his First-Lieutenant, to remain apathetically on board his ship, instead of personally directing it? I think that naval men will answer—No.

But there was another reason which had great weight with my brother, in inducing him not to leave anything to another that he could himself perform. The Admiralty of that day, in consequence of some severe losses which had been sustained in boating affairs, did not look with favour on such enterprises; and it required some moral courage in a Captain to act boldly up to the spirit of his duty (for enterprise is the very essence of our profession), and undertake anything the success of which was doubtful. To prove the strong determination of the Admiralty to discountenance adventurous expeditions, it will be sufficient for me to mention, that my promotion was withheld, on the plea, that in the undertaking in which it pleased God that my late brother should fall, he had hazarded too much. Now, with the exception of only a few months on shore,—in the vain hope of the restoration of that health, which had been thus early, seriously, and lastingly injured, by a hurt received in the execution of my duty,—I had served, uninterruptedly, for nearer eleven than ten years, during the war; and possessing, besides, some family claims, I, at its conclusion, imagined that I had a fair title, amongst others, to a Commander's commission. But this alleged fault of Sir Peter Parker's was deemed of sufficient magnitude to render me, his brother, ineligible for the favour of the Board. It is not, then, too much to presume that, had he failed, with any considerable loss, at Porto Ercole, he would have incurred the severe censure of the Admiralty. This, in point of fact, he apprehended, and his proud spirit could ill have brooked. He would not, therefore, throw away a chance of success; he was, also, well aware of the effect upon the men by the mere presence of the Captain, and that, with equal abilities, his First-Lieutenant could not have commanded with the same efficiency as himself, simply because he was not "the Captain." Now, let me, for one moment, point attention to the contrary case. Suppose that, instead of going, Sir Peter Parker had stayed on board his ship; is it—considering the admitted positive difficulty and danger, and (from the failure of former attempts) the presumed impracticability of the achievement—altogether improbable that he might have incurred the imputation of having sent his men where he was too prudent to go himself? I think not, and that, on the whole, it will be seen, that in determining to share, and put himself foremost in, the dangers of the attack, he acted from a just appreciation of his duty to his King and country,—of what he owed to the maintenance of his own high reputation, and to the faithful guardianship of the fair name handed down to his keeping by his ancestors. I feel persuaded that Captain Channier did not consider the full import of his words, in the remarks he made, and that he will not be backward to join me in declaring, that my late brother was incapable, from an over-greediness of fame, unnecessarily to snatch laurels from the brow of his First-Lieutenant, and thus stand between him and promotion. His breast was no soil for the production of such unworthy considerations. In resolving, himself, to direct the attack at Porto Ercole, he was influenced by the same noble spirit which, in the last glorious act of his short but eventful life, enabled him, "after receiving a mortal wound, to cheer on his men," and, even whilst his life's blood was fast ebbing away, to evince anxiety for the preservation of those fine fellows who had so often fought by his side, and not to exhibit any concern as to the fate of his own person—of that perishing body, which subsequently, from feelings of affection towards their brave Commander, and of duty towards their King and country—for it would have been a triumph to the enemy to have possessed themselves of it—was by them, under the guidance of that noble young officer, the late Captain Pearce, so heroically borne off the field.

I must notice one more remark of Captain Channier's (vol. ii. page 155), in allusion to this last expedition. It is as follows:—

“It was reported, that owing to the confined situation in which the *Menelaus* was placed, this attack was necessary to extricate her: this was positively untrue; for had that been the case, the Americans, of course, would have followed up the advantage; for, with the exception of some few militia men, who had been food for powder, they were exactly in the same position as before the engagement; consequently, if their idea had been to toss up a battery on our quarter, they had their five field-pieces still left, the wood to shelter them, and men to complete the work.”

Now, surely it is illogical to argue that, because no attack was made, there could not have been any cause to apprehend one; and does not, on the contrary, the statement, that the Americans had five field-pieces, and a wood to shelter them, whilst they tossed up a battery on the *Menelaus*'s quarter, afford a complete justification of Sir Peter Parker's gallant attempt to rid himself of such dangerous neighbours? Is it not possible, too, that the extraordinary gallantry displayed by the “British Lions” in the attack, and afterwards in their memorable retreat to the ship, may have disinclined the enemy—with their irregular troops—to make any attempt against them? For, judging of this affair, it also must not be lost sight of, that, at the moment my brother was struck, he was driving the enemy before him; and who can tell what the result might have been had he survived to direct and animate that handful of seamen and marines so wholly devoted to him?

With respect to Sir Peter's main object, that of preventing additional Forces being despatched to the relief of Washington, it will suffice to subjoin the following copy of the Admiralty bulletin, dated September 27, 1814:—

“While the main attack was in progress, Vice-Admiral Sir Alexander Cochrane had directed two diversions to be made—the one towards Baltimore, by the *Menelaus*, Captain Sir Peter Parker; the other, up the Potomac against Fort Washington, under Captain Gordon of the *Seahorse*; both of which had the desired effect, though in the course of his operations, Captain Sir Peter Parker was mortally wounded in a most gallant attack on a camp of the enemy's on shore, for which he had disembarked the seamen and marines of his ship.”

With the expression of my fervent hope that Great Britain and her Monarchs may continue to find officers as ready as my departed brother ever was to lay down their lives in their service,

I have the honour to be, Mr. Editor,

Your very obedient servant,

CH. PARKER, Bart.,

Captain in the Royal Navy.

April 20, 1837.

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### *The Monmouth at the Battle of Camperdown.*

MR. EDITOR,—Your Journal, as recording passing events, may be justly considered a naval history of the day, and as such will be much consulted by posterity on all matters relating to the glorious services of the Navy in the late war. I beg, therefore, to offer a few remarks on the admirable article “On Naval History” which heads your Number for June, 1837, on the subject of the battle of Camperdown. In that action my father, the late Rear-Admiral Walker, commanded the *Monmouth*, and for forty years the impression has gone forth to the world, uncontradicted, that he engaged for an hour and a half, and, after hard fighting, took the *Delft* and *Alkmaar*, which fact was related in your memoir of my father in February, 1832.

The article on Naval History quotes an extract from the log of the *Russell*, viz., “Thirty-seven minutes past twelve, commenced action, by engaging the *Delft*; continued to engage her till she *ceased to return our fire*, and, seeing the *Monmouth* coming up a-stern, left her, and passed on



to the Alkmaar, and engaged her till she *struck her colours*." Now, this extract entirely excludes the Monmouth from any share in the capture of the Delft and Alkmaar. Yet I find in several naval historians ample proof that the Monmouth *alone* took both ships. Marshall's "Naval Biography" states, in Admiral Walker's life, that "the Monmouth was closely engaged for an hour and a half with the Delft and Alkmaar ships-of-the-line, and compelled them both to surrender." Again, in the same work, life of Captain, the present Rear-Admiral, Sir Charles Bullen, "The Monmouth on that day compelled the Alkmaar and Delft, two Dutch ships, of fifty guns each, to surrender. The former she conducted to Yarmouth Roads; the latter was taken possession of by Lieutenant Bullen, who found her in very shoal water, and so dreadfully cut up"—"she sunk under him." "The loss sustained by the Delft in killed and wounded has never been ascertained; but, according to the Dutch accounts, the Monmouth's other opponents had no less than 76 men killed, and 102 wounded." Now, had the Delft "ceased to return the Russell's fire," and the "Alkmaar struck her colours" to the Russell, it is obvious that they recommenced action; and if they did not strike to the Monmouth, where did that ship reap her laurels on the glorious day in question, and whose shot sent the Delft to the bottom? Certainly not the Russell's!

Mr. Ralfe, in his "Naval Biography of Great Britain," gives a full account of Captain Walker's share of Camperdown. He states, "The Monmouth was closely engaged for an hour and a half with the Delft and Alkmaar, both of which were compelled to surrender."

Captain Walker fought the Monmouth as a Commander, was posted for the action, and, when presented after receiving the gold medal, his late Majesty, King George III., addressed him graciously in the following words:—"Captain Walker—brave officer—brave officer—Delft and Alkmaar—Delft and Alkmaar."

A sketch of the Monmouth in action was made by an eye-witness, in which she appears between the two Dutchmen, and all three ships are firing together, which also proves that the Russell had not placed either *hors de combat*. From this sketch Huggins, the celebrated artist, painted a beautiful picture; he also made another of the Monmouth towing the dismasted Alkmaar. I believe Sir C. Bullen possesses a copy of these pictures. The originals are with Mrs. Admiral Walker. I have troubled you with few comments of my own: facts, which for forty years have stood the test of close examination, must go down to posterity as unimpeachable as truth itself. I shall feel much obliged by your insertion of this letter; and, with an apology for its length,

I remain, Sir, your most obedient Servant,

L. C. F. WALKER, Lieut. R. N.,

Inspector of the River, Liverpool.

Liverpool, June 14, 1837.

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### *Officers of the War Undistinguished and Unpromoted.*

MR. EDITOR,—Your indefatigable zeal in using your utmost endeavours to obtain a distinction for the *tried* soldier, merits the best thanks of all those who shared in the dangers of the late war—for never, in any age or country, has so much ingratitude been shown to any set of men. In looking over the Army List a vast number of names of men who were present in the various battles of the Peninsula will be found enrolled amongst the Lieutenants. Such a circumstance does not occur in any other army; nor are these officers suffered to pine away their hopeless existence free from daily wrongs, bordering on insult, in witnessing, under the semblance of justice, the promotion of Lieutenants of a junior date to unattached companies, upon the special pretence of their having served longer on full-pay. By the adoption of this plan a different system was

established to the one which officers on entering the service considered as fixed and permanent, and which is still adhered to among the higher ranks of the service ; for if a Captain, whose Commission is dated anterior to 1822, were to be restored to full-pay to-morrow, he would be immediately gazetted as a Brevet-Major, and it would be a matter of no consequence whether he had served *two* or *twenty* years on full-pay, or whether he had been reduced, or retired at his own desire.

Surely, Sir, in the mind of every conscientious man, the claims of a Lieutenant, who had faced the dangers of the Peninsular war, and was placed on half-pay by reduction, and kept in that situation contrary to his constant and repeated applications to be employed, ought to be considered in every degree equal to one who has had an uninterrupted lounge of garrison duty both abroad and at home. So much, Sir, for the change of system. Now for the working of the system itself:—At present it is stated that there are upwards of 100 Lieutenants who reckon upwards of twenty years full-pay service on the list for unattached companies, fifteen of whom, on an average, will be promoted annually, so that the ten last on the list will be on full-pay upwards of twenty-six years before they can receive the promised boon ; with the dissatisfaction perhaps of seeing officers ten years their juniors in army rank, in many instances placed over their heads. The time is not reckoned during their respective services as Lieutenants on full pay, but during the period they served as Lieutenants and Ensigns—thus destroying the distinction of the ranks. Yet we are told that the authorities preferred this system to the fair and impartial one, established by his Royal Highness the late Duke of York, a short time previous to his death. Had his system been again adopted it would not have been at variance with that sense of justice which the subalterns on entering the Army had every reason to hope would have been continued, and held as sacred as the very pay they tacitly contracted to receive, and which, with the same semblance of justice, may be altered by a Secretary-at-War to a lesser sum—for the one step would be as just as the other. I trust these few remarks may induce some one more able than myself to dilate more largely on the subject ; for I feel “ I am pigeon-livered, and lack gall to make oppression bitter.”—I am, Sir, &c. &c.

BADAJOS.

### *On the formation of Artillery Squares.*

MR. EDITOR,—Since the battle of Waterloo the art of war has become only a theory to the majority of the Officers of the British Army ; the opportunity of practice has not offered, and, consequently, ingenious speculations are, naturally enough, indulged in, which may never, probably, be destined to stand the test of experiment. Amongst these speculations I reckon the manœuvre of forming square with artillery. It is a manœuvre which, I believe, has never been attempted on service, and the idea of which seems to have grown out of the successful resistance offered by the squares of British infantry to the French cavalry at Waterloo ; a resistance which—illustrious in itself, and still more so in its results in this last and greatest of battles—has rendered the square a fashionable formation, as it were, ever since, and made every field-day of British troops a mimic Waterloo.

Looking to the great first principle of the art of war—that victory usually belongs to that party which brings the greatest quantity of effective force into action on the decisive point or points of the field of battle, and to its necessary consequence, that that is the best formation or manœuvre which produces this effect—one cannot but see that the square is, even for infantry, a very defective formation, a kind of make-shift when the flanks and rear of a line can in no other way be protected ; and that a



line of three or four deep, front rank kneeling and presenting bayonets, would, if secure in flank and rear, be a preferable mode of receiving cavalry. But, allowing the importance and utility of squares of infantry in resisting cavalry in an open country, and with flanks and rear assailable, there does not seem to me to be that analogy between the artillery and infantry services which should recommend, as such, any imitation of the manœuvres of the latter by the former, and least of all that of forming square; except, perhaps, in the solitary instance of a battery in motion being suddenly charged by cavalry, without having time or ground to get into action or to get away. In this case, as an "*au pis aller*," the battery might form square—that is, so wheel up by subdivisions as that the heads of the horses of each gun-carriage and ammunition-waggon meeting in the centre, the gun and waggon limbers shall be presented at the extremity of the radius formed by each team, as obstacles to the enemy, the angle between each radius being filled up by the gun or the waggon body unlimbered for the purpose. In this position the battery might remind one of a flock of sheep annoyed by the flies of summer, who, in such case, often perform a similar manœuvre, of abutting their heads to a common centre, and presenting tails to the foe.

To aid the efficacy of this defensive movement on the part of the battery, I should think that it would be well to arm the artillerymen and drivers with good detonating pistols in the waist-belts of the former and the holsters of the latter, in order to keep off any stray horsemen who might be tempted to linger behind their squadron to stab or fire at them. In this way a battery of four, six, or eight light guns in motion may form square in about half a minute, and avoid, perhaps, the consequences of a sudden rush of cavalry. But the applicability of such a manœuvre to nine-pounders or any heavy gun must, I should suppose, be more than doubtful, not only from the weight of the ordnance precluding the requisite celerity of formation, but also from the increased length of the radii from the centre, caused by the additional number of horses in each team opening out the intermediate angles beyond all possibility of filling them up, without which this manœuvre is worse than no defence.

With light guns in action, when the limbers and waggons can in no better way be secured, a sort of square, as it is called, might be formed with the latter by bringing the horse's heads to a common centre, and so, partially at least, placing them and the drivers under cover of the carriage, from the passing thrusts of the hurried and excited horsemen, whom the fire of the guns may not have prevented from breaking through the battery. Beyond this I cannot see the suitableness of the formation of squares, as a field manœuvre, to artillery, and I think I perceive very strong objections to it.

For instance; suppose, as at Waterloo, the infantry forced into squares to receive cavalry; if the batteries form square too, what, meanwhile, becomes of those last rapid and most effective rounds of case-shot, which, at 300, 200, and 100 yards, should mow down the charging cavalry? Two rounds of round-shot or three of case per minute, are not to be fired by gunners limbering up to form square. And what would the infantry think of artillery ceasing fire at such a moment to form square? It is calculated, and stated in the instructions for artillery exercise, that cavalry, attacking from a distance of 1000 yards, move at the following rates, viz., the first 400 yards, at a walk approaching to a trot, in  $4\frac{1}{2}$  minutes; the next 400 yards, at a trot, in 2 minutes 3 seconds; and the last 200 yards, at a gallop, in 30 seconds. During the advance over the first 400 yards, nine rounds of round-shot per gun may be fired; over the next 400 yards, one round of round-shot and two of case per gun; and over the last 200 yards, two rounds of case per gun: total number of rounds over 1000 yards, fourteen per gun. Now supposing such a fire from six or eight



6 or 9 pounders, or anything like it, for even part of the aforesaid distance, well directed, the horsemen who escape it to rush upon the fire and bayonets of infantry, will probably have little time or disposition to stray, or stop to force such a protection as the waggons and limbers may afford to the drivers and horses; but if the artillery fire were slackened or silenced, in order to form an artillery square, the spirits and numbers of the attacking cavalry, and the discouragement of the infantry whom the artillery should cover, might be such as to produce a most unfavourable result. It strikes me—but I cannot speak from experience of my own or others—that a picket rope stretched across the front, flanks, and rear of guns in action, just high enough, when pulled tight, to catch a horse below the knee, might be a useful obstacle in the way of horsemen rushing blindly through the fire and smoke of a battery, and unable to see the snare thus laid for them. It might also add to the determination of the gunners to stand by their guns to the last, which determination would, I think, be strengthened by the detonating pistols in their waist-belts.

With regard to another question, the position of squares of artillery relatively to infantry, it appears to me, that it should always be on one of the advanced angles of the infantry square, so as to have two sides flanked by the infantry fire. In addition to this reason, I do not think that artillery squares formed on the rear angles of infantry squares, could fire case-shot on the cavalry without firing on their own infantry at the same time. If formed on the front angle of the infantry squares they might fire case-shot to the front, if brought into action on the alignment of the front face of the square.

Having concluded these hasty remarks on the formation of artillery squares, I have only to add that I advance them, not as criticisms upon the artillery drill—one of whose objects is obtained in giving the greatest flexibility to the batteries—but as suggestions to excite the inquiries and reflections of others better qualified to prescribe on such points.

I am, Mr. Editor, your obedient Servant,

HALT—LIMBER UP.

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### *Depôts and Reliefs.*

MR. EDITOR,—I should propose that the reserve companies be sent out at once to join their regiments, such a number of regiments being recalled as to continue the force abroad of the same strength as it is at present. I have long thought that depôts were bad and faulty in their constitution, and injurious to the Service, as well as expensive to the country and to the regimental officers, and I shall now endeavour to prove that this opinion is well founded.

1st. Depôts are bad and faulty in their constitution, and injurious to the Service.

A depôt consists of four companies of forty men each; a service company of eighty; yet the former has as many officers as the latter: the period of foreign service thus bears harder on the soldier than the officer, who ought to be exactly on a par. It therefore follows that the officer of the service company has not only to contend with banishment and bad climate, but he has also double duty to do, having twice the number of men to look after, and, consequently, much less leave. The same objection is equally applicable to the non-commissioned officers of both depôt and service companies.

They are injurious to the Service, not only by leaving the service companies under-officered, but by creating two separate interests. The depôt thinks only of its own interest, the service companies only of theirs; and brother-officers are kept separate for years, many a man not being acquainted even with half the officers of his regiment; while a constant

system of exerting interest and intriguing is carried forward to get to the depôt, or to remain there. Officers on the staff at home are enabled to remain on it when their regiment goes abroad, by being borne upon the strength of the depôt, directly contrary to the standing orders. The Horse Guards, too, have a very convenient, and, thanks to the immense force abroad, a very extensive way of conferring favours, by allowing officers possessed of interest to go to the depôt. May we not suppose a gentleman of political or other influence going to the Horse-Guards, and requesting an exchange for his son whose regiment is just ordered abroad. "Sorry it is impossible, so many previous applications not yet complied with; but he can join the depôt, where he is certain of staying two years." At the expiration of these two years, should it so suit him, he may exchange into another regiment abroad, join its depôt as junior of his rank, and, perhaps, before his second period is expired, get his unattached promotion.

Depôts are also injurious, as they break up companies altogether. The service company, when the reserve is first formed, is half composed of men from other companies, and when the Captain becomes thoroughly acquainted with these new hands, he is off on leave, or to the depôt to another set of men. I believe it will be granted, that it is very advantageous for a company officer to be thoroughly acquainted with every shade of character in the men under his charge, and this, I am persuaded, is prevented by the depôt system, for the gradual exchanging of recruits for old soldiers is widely different from this wholesale break up. The Commander of the depôt, too, may act on a perfectly different system from the Commander of the regiment, or he may struggle to keep the depôt strong at the expense of the service companies.

Secondly, Depôts are expensive to the country, and to the regimental officers.

Fifty-four depôts are nominally a very considerable force, a force of 216 companies, which, with the 24 depôt companies of the regiments in India and New South Wales, make 240 companies, the same number as in 21 regiments; but what is their real strength? Those who have seen the duty states of many depôts will bear me out in saying, that a strong and complete company is as efficient as many a depôt; they are, too, a very fluctuating force, and therefore not much to be depended upon in case of disturbances; but they cost as much as so many effective soldiers. Draughts have frequently long marches to make to the place of embarkation, and in Ireland an armed party, under the command of an officer, has to accompany them, and to return, which costs marching-money. If the transport calls at different stations, weeks and months are wasted in beating about the Channels, during which time Government pays the same hire as if she was usefully employed. At Portsmouth, Cork, &c., what large draughts of unarmed and useless men are constantly to be seen, waiting months for their vessels, and paid as high as if armed and doing duty.

The actual daily expense of a depôt is—Command money, 3s.; Adjutant, 2s.; Assistant-Surgeon, 7s. 6d.; Paymaster, 4s.; Staff-Serjeants, 8d.; stationary, 2s. 6d.; total, 19s. 8d. Add to this the pay of Second-Major, and you have 54 depôts, whose Staff costs 96l. 6s. a-day, or 35,149l. 10s. per annum.

They are expensive to the regimental officers, who have two messes instead of one to support, for all the contingent expenses of a six-company mess, such as servants, lights, washing, &c., are just as great as those of a ten-company mess. Though the depôt mess is on a smaller scale, still it costs money; and a depôt generally maintains a band. I have heard it urged that depôts were very useful nuclei to form second battalions upon—and I do not deny it; but I think that the six service companies would

form very lame first ones; and as I propose to leave forty regiments at home, on all of whom second battalions can more easily be formed than on depôts, I think that that augmentation would be as great as any sudden emergency could call for. As far as recruiting goes, I suppose that one-company depôts can recruit as well for regiments in the West as they now do in the East.

I propose to send out the regiments ten companies strong, leaving as a depôt—to be quartered in one of two stations, called Atlantic and Pacific depôts, the former at Cork, the latter in Kent—1 Captain, 1 Colour-Serjeant, 2 Serjeants, 3 Corporals, and 10 drills. The senior Captain to be in command for the first two years, the officer to supply his place invariably coming from half-pay. The daily expense would be—Captain (difference of pay), 4s. 7d.; Serjeants, 6s. 3d.; Corporals, 4s. 3d.; ten drills, also Lance-Corporals, at 1s. 3d., 12s. 6d.; total, 1l. 7s. 7d.—or 8s. a-day less than the cost of the present depôt Staff; while the pay of Second-Majors, saved to regiments at home, would amply cover any Staff required for the depôt stations.

The regiments for Atlantic service should go first to America, then to Bermuda, West Indies, Mediterranean, home. Those for Pacific service should go first to New South Wales, then India, Ceylon, Mauritius, Cape, St. Helena, and home. Every soldier on both tours of service (volunteers in India excepted) would be home in ten years and a half from the time he sailed, and his constitution repaired by the mild winters of the Cape and Mediterranean.

| STATION.                 | Present Force. |        | Proposed Force. |        |
|--------------------------|----------------|--------|-----------------|--------|
|                          | Regts.         | Comps. | Regts.          | Comps. |
| Gibraltar . . . . .      | 6              | 36     | 4               | 40     |
| Malta . . . . .          | 4              | 24     | 3               | 30     |
| Ionian Islands . . . . . | 6              | 36     | 4               | 40     |
| America . . . . .        | 9              | 54     | 6               | 60     |
| Bermuda . . . . .        | 1              | 6      | $\frac{1}{2}$   | 5      |
| West Indies . . . . .    | 13             | 78     | $8\frac{1}{2}$  | 85     |
| Total . . . . .          | 39             | 234    | 26              | 260    |

#### PACIFIC TOUR OF SERVICE.

| STATION.                  | Present Force. |        | Proposed Force. |        |
|---------------------------|----------------|--------|-----------------|--------|
|                           | Regts.         | Comps. | Regts.          | Comps. |
| New South Wales . . . . . | 4              | 36     | 4               | 40     |
| India . . . . .           | 20             | 180    | 20              | 200    |
| Ceylon . . . . .          | 4              | 26     | $2\frac{1}{2}$  | 25     |
| Mauritius . . . . .       | 3              | 18     | $1\frac{1}{2}$  | 15     |
| Cape . . . . .            | 3              | 18     | $2\frac{1}{2}$  | 25     |
| St. Helena . . . . .      | 1              | 6      | $1\frac{1}{2}$  | 5      |
| Total . . . . .           | 35             | 284    | 31              | 310    |

I have taken the present strength from the United Service Journal for April, reckoning the 86th and 98th as at home, and the 2nd Battalion Rifle Brigade, 18th, 20th, 99th, and 80th, as at sea. Thus we have 57 regiments of 570 companies, instead of 74 of 518 companies; the difference of companies compensating for their decreased strength.



|                   |   |   |   |   |   |        |     |
|-------------------|---|---|---|---|---|--------|-----|
| Atlantic service  | . | . | . | . | . | Regts. | 26  |
| Pacific service   | . | . | . | . | . |        | 31  |
|                   |   |   |   |   |   |        | —   |
|                   |   |   |   |   |   |        | 57  |
| Regiments at sea  | . | . | . | . | . |        | 6   |
|                   |   |   |   |   |   |        | —   |
|                   |   |   |   |   |   |        | 63  |
| Regiments at home | . | . | . | . | . |        | 40  |
|                   |   |   |   |   |   |        | —   |
|                   |   |   |   |   |   |        | 103 |

Thus six regiments sailing every year, as each round would take about a year, the soldier would be ten years and a half abroad and on the voyage, and more than six years and a half at home; and, although three regiments would be divided, they would be united again in eight months.

Reliefs being sent out in this regular manner, the War-Office should have, regularly engaged and prepared for service, a set of transports (King's ships still better), each capable of carrying about 500 men, a wing of a regiment, and the draughts; which convict-ships would assist as far as New South Wales. I mean, suppose 500 soldiers go in charge of 2000 convicts, then one War-Office vessel and four convict-ships would convey the 2500 to New South Wales, and the War-Office vessel proceed with 500 men to India. Thirteen of these vessels, from 750 to 800 tons, would, at the present rate of hire, cost between 80,000*l.* and 90,000*l.* per annum; and what do transports cost now? (The expense of printing for Parliament is 85,000*l.* per annum.) Officers and men would thus be decently accommodated, and men who rank as gentlemen, and are supposed to feel as such, not be compelled to eat, dress, and sleep, in one small room, with the additional happiness, to those who are well, of seeing the sufferings of their sick comrades increased by the smell of meat when they sit down to dinner.

I do not propose that any Subalterns should be left at the depôt at its first formation, for they would be there as soon as the recruits, and the number of officers and non-commissioned officers at the depôt should always be proportionate to that of men.

As officers would thus be constantly required from half-pay, every Subaltern, after ten years' actual service, should be entitled to claim an unattached company by purchase, and to have his name enrolled in one of two lists—namely, a list of those who return on full-pay, paying the difference; and a list of those who return on full-pay, without paying the difference. From the latter, the Captain for all regiments going abroad to be taken. When the regiment is ordered to be relieved, the Captains to be reduced to ten; to do which would be easy during a year occupied in relieving, without placing the junior on half-pay. Captains on full-pay and service for ten years as Captains, to be allowed to go on the first list, receiving the difference, and to sell their unattached company to Subalterns of ten years' standing. No man on either list to have a junior on the list promoted over him, but to be allowed to refuse once the offer of full-pay. If refusing twice, to receive the commuted allowance, unless in case of ill health, when he might be allowed to sell, or go on the sick half-pay list.

#### A SUBALTERN OF THE SERVICE COMPANIES.

##### SUPPOSED STATIONS OF CORPS AT THE END OF 1837.

Gibraltar—33rd, 65th, 2nd Battalion 60th, 82nd.

Malta—56th, 59th, 47th.

Ionian Isles—1st Battalion 60th, 53rd, 73rd, 5th.

America—2nd Battalion 1st, 69th, 37th, 14th, 89th, 66th.

Bermuda—half of the 34th.

West Indies—half of 34th, 8th, 52nd, 64th, 24th, 74th, 76th, 36th, 67th.  
 India—3rd, 4th, 9th, 17th, 26th, 27th, 31st, 32nd, 39th, 43rd, 62nd, 63rd, 68th, 70th, 81st, 83rd, 85th, 90th, 91st, 92nd  
 Ceylon—18th, 75th, and half of 87th.  
 • Mauritius—half of 87th, 35th.  
 Cape—72nd, 58th, and half of 61st.  
 St. Helena—half of 61st.  
 New South Wales—21st, 28th, 50th, 80th.

The list is not perfectly correct, on account of the expense of moving regiments. Thus the 31st is left in India, but it would be relieved in the course of 1838, as also the 39th, and in time regiments would fall into their stations. Then the 66th, 3rd, 26th, 58th, 61st. So that if seven regiments are embarked before the end of 1838, all will be square.

### *Orpheus in Barracks.*

“Music hath charms to soothe the savage breast,  
 To soften rocks, and bend the knotted oak!”

MR. EDITOR,—Actuated as I am by no vain ambition of literary fame, but by a pure spirit of philanthropy, I now take up the pen to warn the young and inexperienced of the rocks on which I have myself been shipwrecked. I trust, therefore, that with so laudable a motive in view, you will kindly give a place to the following unpretending lines in some blank file of your widely-circulated columns, which, when monthly deployed in the reading-room, are so eagerly devoured by all the regimental community, from the mahogany-faced Field-officer to the beardless Ensign: they may thus chance to meet the eye of some musical friends, who may be put in mind of the inconvenience to which they put many an honest member of the community.

The King of Prussia, in his advice to his officers, recommends that, in taking up a position in presence of an enemy, every attention should be paid as to the local resources of the post, the possibility of its being turned, and its means of defence in the event of an attack. Never was I more convinced of the soundness of his instructions, and of my folly in neglecting to follow them, than after having taken up a position in — barracks, and finding my post perfectly untenable through the attack of an enemy that might have baffled the great Frederick himself.

But to make short of a long story. Some time ago, on returning from leave, I joined my regiment at — barracks, and desired the Quartermaster to provide me with the quarters I was entitled to. To effect this he was obliged to turn out one of the youngsters, to whom I said a great many civil things, to make up in some measure for the inconvenience to which I was putting him. My young friend answered in the usual strain on such occasions, and concluded by saying, I should no doubt like my quarters, “if fond of music.” As he said this, I observed a particular expression on his countenance, but, in the innocence of my heart, had no idea that the sword of Damocles was already over my devoted head. My new abode happened to be above the mess-room, which I considered rather an advantage, and being fatigued I retired shortly after dinner, as I flattered myself, to rest. Alas! fond delusive hopes; how soon to be destroyed! Scarcely had I closed my eyes when my ears were assailed by what I had the bad taste to vote most infernal sounds—a pianoforte rattling away at speed, followed by a female voice at full cry, and tallyhoed by a flute, convinced me that I was in the immediate vicinity of a musical fair-matrimonial, and kept me as effectually awake as if Reynard had taken refuge under my couch, followed by the best pack in merry England!

Reader! thou canst more easily imagine than I describe my feelings when the barrack clock successively tolled the hours of ten, eleven, and

twelve, and still the stream of sound rolled on, continuous and unceasing. At last exhausted nature gave way and a broken slumber succeeded. During my sleep undefined sounds still continued to haunt me, till at last growing more and more distinct, I was fairly awoke.

It was daylight: could I believe my senses? Music still floated around, but it was another variety of the same genus of monster—the regimental drums and fifes practising under my windows.

Sleep was now out of the question. I rose and spent the time as I best might until breakfast, at the conclusion of which I sank into an easy chair in hopes of getting even half-an-hour's rest before parade. Morpheus had just scattered his poppies over me, when I was aroused by a crash that might have called up the dead. "What the devil is all this row?" I inquired of my servant, who was silently removing the breakfast apparatus. "Sure," said O'Keefe, with great gravity, "'tis only the jontlemen after practising the kay bugle; they generally takes a turn at it after breakfast."

Reader, thou no doubt imaginest my misery had now attained its *acmé*! Gentle reader, if so, thou art deceived. Ye gods! whatever might have been my sins, were they not expiated by the infliction, during the silent hours of the night, of pianoforte and flute, at the pale dawn of morn, of drums and fifes, and during the sunny hours of day, by the blast of key bugles? Were the torments of Sisyphus or of Tantalus greater? But mine do not end here. I am within hearing of the band-room, from whence every instrument of torture is opened on me, from the big drum to the triangles. (Would to Heaven I had all the villains on the latter!) I at this very moment hear a rascally bugler practising every light infantry call out of tune; and, in short, I am bowed down and crushed under this continuity of sound, which falls like a never-ceasing cataract on the organ of hearing, and makes me pray that Heaven in its mercy may destroy it altogether!

Reader, take warning by my fate; and should thy destiny ever lead thee to a barrack-room, avoid, if thou canst, all "musical neighbours."

E. N.

#### CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, June 20, 1837.

MR. EDITOR,—The *Pique* arrived at Spithead on the 27th of May, after an unsuccessful trial with the *Inconstant*, although she had gone into Vigo Bay to alter her trim, and make her conformable to the constructor's plan. Her foremast was sprung, and her mainmast injured, so that it became necessary to give her new ones. While they were preparing, an alteration was again made in the trim, she being brought by the stern two and a half feet instead of one foot. This is understood to be the suggestion of her gallant and indefatigable Captain. The *Pique* and *Castor* (the latter daily expected from Sheerness) are to join the *Inconstant* at Lisbon, and the frigates are to have another cruise under the orders of Captain Mends of the *Talavera*, or Captain Berkeley of the *Hercules*, and then return to Spithead preparatory to going on foreign service. Captain Rous, it is understood, intends to resign the command of the *Pique* after this final trial. Should the *Pique* again prove a failure, it is hardly to be supposed the Board of Admiralty will continue to expend large sums of money in further alterations, but lay her up in ordinary as a bad job. There is little doubt but two *Inconstants* could have been built with the money that has been spent on the *Pique* up to the present writing. She is still in harbour, but expected to go out the end of the week.



The *Revenge*, 78, Captain Sir W. Elliott, K.C.H., C.B., arrived from the Mediterranean on the 28th of May, and has since been paid off in this harbour. It was at first intended to pay her off with her rigging and stores in, and recommission her; but the Dockyard officers, having inspected her, reported the necessity of having new decks, &c., and she has consequently gone into ordinary. A day or two after going into harbour she was mustered and inspected by Admiral Sir P. Durham, who found her crew in high discipline and efficiency, and bestowed a well-merited eulogium on the Captain and officers, as well as the seamen and marines. A considerable number of the seamen have joined the *Pique* and *Seringapatam*. The party of Marines were sent round to Woolwich barracks in the *Colombia* steamer.

The next arrivals at Spithead were the *Prince Regent* and *Parmelia* transports, with the second battalion of the Rifles from the Mediterranean. They merely anchored for a few hours, and then proceeded to Dover. Having landed the troops, the transports have returned to this port to refit and prepare for other service.

On the 12th of the month the American frigate *Independence* arrived, with Mr. Dallas, suite and family, destined for St. Petersburg, as Ambassador from the United States to the Court of Russia. On working through Spithead towards Cowes, she fired a royal salute of twenty-one guns, but the Port-Admiral, not imagining she had an Ambassador on board, returned but nineteen. This omission was afterwards explained, and on the following Wednesday (two days after the arrival of the frigate) the two extra guns were fired. Whether Commodore Nicholls waited or not for them cannot exactly be known, but the instant the *Britannia* fired them, the anchor of the *Independence* was tripped, her main and mizen staysails and flying jib were hoisted, and she run up from Stoke's Bay to Spithead, and is there at present. The *Independence* is an 80-gun ship cut down, and is most powerful both in armament and numerical crew. She has sixty 32-pounder guns on her main and upper decks, and a crew of 640 men, including a Commodore and ten Lieutenants; but the men are light, and not half of them such as would be rated A.B.s in our service. Her tonnage is about 2200; she is about 186 feet long, and 52 feet broad, and draws nearly 23 feet water. The officers are young men, and look like sailors. They have been on shore repeatedly, and every attention and respect paid to them, and they have been most civil and courteous to the numerous parties of ladies and gentlemen that have visited the ship. As the Ambassador and some of his family have gone to London for a few days, it may be a week or ten days before she quits the anchorage.

On Thursday last, the *Athol*, troop ship, Mr. A. Karley, Master, arrived from the Cape of Good Hope, with part of the 98th Regiment on board, under the command of Major Gregory. She left the Cape on the 18th of April, and St. Helena on the 28th of April, thus making a very quick passage home. The officers and men of the 91st were getting reconciled as well as circumstances would admit to the discomforts and privations of the island of St. Helena. The *Athol* touched at the island of Ascension on the 4th of May, where she found H. M. brig the *Lynx*; and having completed her water, &c., left on the 6th of May, and made the passage to Spithead in forty-one days. The 98th have been landed at Gosport to join the dépôt, and it is expected will shortly move over to Portsmouth, and take the duty of the 88th Regiment. The remainder of the 98th are coming home in the *Sovereign*, transport.

The *Messenger*, steam-vessel, attached to this port, has been most actively and usefully employed during the past month in moving troops to and from Ireland. She has conveyed the dépôts of the 58th and 68th from hence to Cork and returned with those of the 24th and 90th; in each of her trips she has been fortunate in having good weather and quick runs. It is to be hoped the Government will continue to move troops in sum-

mer and by steam-vessels, instead of putting them on board small and ill-arranged transports, and starting them during the winter months. Your readers may recollect the misery endured by the depôt of the 7th Fusiliers on board the *Hope*, transport, a few years ago in this harbour. The *Messenger* landed at the depôt of the 24th, under the command of Major Stock, on Saturday last; and on her return from Chatham, whither she has gone with invalids from the different depôts, is to take from this garrison the 59th depôt for Kinsale, and return with the 89th.

The foregoing comprise the arrivals of ships at the Port. The *Larne* and *Fair Rosamond* have sailed since my last communication; the former to Lisbon, the latter to the coast of Africa. The *Princess Charlotte* has nearly completed her crew, and expects to proceed to the Mediterranean very shortly. I say, *expects*, for that rumour has been current since the 10th instant, on which day it was almost officially announced that Admiral Sir Robert Stopford was to hoist his flag and go out to relieve Admiral Sir J. Rowley. Under the present extraordinary management of the naval affairs of the country, it would not surprise many if the Board were to find it expedient to nominate some other officer to the command, and thus serve one of their own friends to the inconvenience of a distinguished officer.

There is a report prevalent that Admiral Sir T. Hardy is dangerously ill at Greenwich, and that in the event of his death Sir Robert is to be appointed Governor of that establishment.

The *Hercules* still bears the name of the Parliamentary Ship, as she has been doing nothing since your last Number appeared. It is now reported that her Captain is to superintend the next trial cruise of the *Inconstant*, *Castor*, and *Pique*, and afterwards go to the Mediterranean; but as the Captain's presence is more requisite in the House of Commons than on board the *Hercules*, it is more than probable your August Number will again find the ship still at Spithead. She is, however, to be paid wages on Saturday, which looks like a movement.

The *Seringapatam* has been detained for the Romney slave depôt. The latter was taken out of the basin of the Dockyard on Friday, and will soon be ready for sea. The *Seringapatam* is to furnish the men to navigate the Romney to Havannah, and make other arrangements about her when they get out. Colonel Cockburn, appointed Governor of the Bahama Islands, is in the town, and shipping his stock, &c., being ordered a passage in the Romney.

The *Hazard* is destined for the Coast of Africa. She is nearly manned. She was also taken out of the Dockyard basin on Friday, and will go to Spithead next week.

The *Sparrowhawk* is at Spithead, and intended for the South American station. She is a few men short of complement, and as some seamen will probably volunteer for her from the *Revenge*, there is every chance of her leaving England the end of the week.

The *Sparrow*, ketch, is detained for despatches from the Colonial-office! There is a story current in the Port, that a frigate was once in a similar situation for three months. There appears every likelihood that the poor *Sparrow* will be a second edition.

The *Edinburgh*, 74, has been repaired and coppered, and taken out of dock, and her place occupied by the *Partridge* and *Seaflower*, two vessels attached to the port, one as the tender of the Royal George yacht, the other as the protector of the fishery near Jersey and Guernsey. The *Alligator*, 28, is fitting for the command of Captain Sir J. G. Brewer, C.B., who is to be despatched to examine the north-west coast of New Holland, and if advisable form a new settlement on it. As it will be at least a month before she is out of the hands of the artificers, there is plenty of time for gaining and furnishing you with every information as to her arrangements, &c. &c.



A new Post-office Packet Establishment has been formed at Weymouth, to consist of four steam-vessels, to convey the mails to and from the islands of Guernsey, Jersey, Alderney, &c. to Weymouth. They are under the superintendence of a Lieutenant of the Navy, and he, the masters, second-masters, surgeons, purser, and engineers, are borne for wages on the books of his Majesty's ship *Victory*, in this Port. That ship is about to change her flag-officer, Rear-Admiral Sir Frederick Maitland being nominated to command the squadron in the East Indies, and to go thither in the *Wellesley*, fitting at Plymouth, upon the same plan as the *Cornwallis*, viz., without lower-deck guns, and a reduced complement of men. Sir Frederick carries on the Port duties at present, Sir P. Durham being on Admiralty leave; and as his five years as Superintendent do not expire until July, it may be the end of next month before he quits. His successor as second in command has not yet been named with any certainty.

The Commander-in-Chief of the forces was expected next week to inspect the troops in the garrison, but the recent event of the death of his Majesty will no doubt cause him to postpone his visit. We have the depôt of the 5th and the 98th Regiment at Gosport; and the depôts of the 24th, 47th, 59th (for a few more days only), 90th, and the 88th Regiment complete, in Portsmouth; the latter will, after the noble lord has seen them, receive their route for another district.

Nothing has yet been done for the Royal Marine corps. There are four vacancies among the Field-officers and Captains, the neglect to fill up which is very hard upon the four Senior First and Second Lieutenants, who ought to have their promotion within a day or two of the official communication of the demise of the officers being reported.

His Majesty's ship *Excellent*, in addition to being a gunnery-tuition ship, is also now a depôt for the "Naval Instructors and Schoolmasters," the title given to those gentlemen who are henceforward to instruct the young officers of the Navy in navigation, classics, &c. There are three on board at this date, themselves under instruction; for it appears they must undergo a species of training in that floating emporium of knowledge, before they are examined and certified as to qualification and acquirement, and fit subjects to be launched in the Navy.

The following are the acquirements expected, and the pay, bounty, &c., granted by the Admiralty; but no board has yet been formed for examining them; and if they are to examine each other there will never be a failure. It may be as well now to remark, that no candidate for the situation of schoolmaster, upon this new plan, has yet been examined, or even presented himself to undergo the ordeal; but one was found qualified this month upon the old system, and, in consequence of having been three years employed before the date of the order in council about to be referred to, he is entitled to a half-pay of 3s. per day. "No person will be considered eligible for the situation of schoolmaster who is under twenty years of age, or more than thirty-five; and, before being appointed to a ship of the line or frigate, must pass an examination, and produce a certificate as to his qualifications in the following branches:—

- " 1. Common arithmetic, including vulgar and decimal fractions.
- " 2. The first six, the eleventh, and twelfth books of Euclid; their application to the measurement of planes and solid bodies.
- " 3. Algebra, progressing to the highest order of equations, and its application to the solution of geometrical problems.
- " 4. Plane and spherical trigonometry, and the various problems in surveying, the measurement of heights and distances, navigation and nautical astronomy, particularly the principles on which the various formulæ for ascertaining the longitude are constructed, and practical astronomy, so far as may be required for determining the latitude and longitude in all cases.
- " 5. The uses of mathematical and nautical instruments, the quadrant, sextant, compass, and chronometers.



" 6. The theory of projectiles, and its application to gunnery.

" 7. The classics, to such young gentlemen as enter with some knowledge of Latin and Greek."

The remuneration for instructing young officers in the foregoing is to be 4*l.* 14*s.* the lunar month, or 6*l.* 2*s.* a-year; 30*l.* a-year, being Queen Anne's Bounty, and 5*l.* a-year from each young gentleman under instruction; of course the latter will always fluctuate; in such a ship as the Princess Charlotte there may be ten, which will make the stipend amount to about 140*l.* The instructor is to have a separate cabin, and mess in the wardroom. Very few, if any, Cambridge or Oxford men will enter and serve for such pay; and the only inducement for others, will be the chance of serving on some pleasant station for three years, and then obtaining a half-pay of 3*s.* per diem. The youngsters will be best off, as they may obtain a good nautical and classical education, with a chance of learning French and drawing, for 6*l.* a-year! The building in the Dockyard, formerly the Naval College, is still appropriated for the examination of Midshipmen, and is conducted by the Admirals of the Port and the Captain and Schoolmaster or the Excellent. The following were found qualified this month:—

Mr. Willoughby Lake, Princess Charlotte; Mr. William A. Munton, no ship; Mr. Aug. A. Villiers, no ship; Mr. Fred. L. A. Selwyn, no ship; Mr. William Barrie, no ship; Lord A. L. Beaulef, Royal Adelaide; Mr. John A. Wharton, Revenge; Mr. H. L. P. Parson, Revenge; Mr. Chas. F. Hillyar, Revenge; Mr. Fred. J. Millman, Sparrow.

The melancholy intelligence of the death of King William IV. reached this place by the London coaches yesterday, but the official announcement to the Port-Admiral and officiating Lieutenant-Governor of the Garrison was not received until this morning by the usual course of post; several persons, however, partially closed their windows, and the bells of some of the churches were tolled at night. At ten o'clock this afternoon the Royal Standard and other flags were hoisted half-mast high at the Bastions, Dockyard, and on board his Majesty's ships at Spithead and in the harbour, and twenty-one guns fired at minute intervals, in succession, by the Victory, flag-ship of Rear-Admiral Sir Frederick Maitland, the Commanding Officer of the Port; Britannia, flag-ship of Admiral Sir P. Durham (on leave); Princess Charlotte, flag-ship of Admiral the Hon. Sir Robert Stopford (on leave); and the Independence, American frigate, Commodore Nicholls.

At one o'clock the Standards and flags were hoisted to the mast-head, and the yards of the ships manned, and a double Royal salute of forty-one guns, in honour of the accession of her Majesty, Queen Victoria, was fired from every ship, and from the platform battery. Colonel Forbes, of the Royal Artillery, in command of the Garrison, received orders to assemble the troops, and at the above hour a detachment of the Royal Marines, the 88th Regiment, and the depôts of the 24th, 47th, 59th, and 90th Regiments, were drawn up round the works with their bands and colours, and on the firing ceasing from the ships and battery, the men presented arms, the bands playing the national air of God save the Queen. After giving three hearty cheers the troops were marched to their several quarters. The flags will continue up until sunset, and tomorrow they are to be lowered half-mast high, and remain so until the funeral. The different reliefs will be marched to their posts from barracks without music.

P.

P.S. Her Majesty's ship Talbot, Capt. Pennell, has arrived from the South American station with upwards of 400,000 dollars on merchants' accounts. She left Rio Janeiro on the 27th April, and had a long passage of fifty-one days. She has brought home Captain Smart, K.H. recently promoted from the Dublin; that ship, with the flag of Vice-Admiral Sir

G. Hamond; the Stag, with the broad pendant of Commodore Sullivan, and the Samarang, Capt. Broughton, were lying at Rio. The Samarang was ordered to relieve the Fly in the River Plate, and the Fly to go to the Falkland Islands. The Imogene had sailed to the Northern Ports of the station, and the Cleopatra and Harrier were in the Pacific. The Talbot, having landed her treasure at this Port, has gone to Plymouth to be paid off.

By the Volcano steamer, letters have been received here from the squadron in the Mediterranean, dated the 3rd of June. Admiral Sir Josias Rowley was at Malta with the Caledonia, Vanguard, Rapid, and Medea, all suffering severely from influenza. The Admiral had put to sea on the 26th of May, but was compelled to return to Malta on the 28th, not having men enough out of the sick list to work the ship. She had 400 men at one time unable to do duty. The Vanguard, Rapid, and Medea, were also in a similar predicament: the Medea, out of a crew of 120 men, had had 68 on the sick list, and was obliged to send 32 to the hospital. Providentially no case had proved fatal. The Admiral had ordered the Asia and Russel to keep the sea. The Bellerophon was at Tunis; Barham, Dido, Clio, Childers, and Harlequin, on the south coast of Spain; Rodney had been refitted at Mahon, and was hourly expected at Malta. Orestes at Gibraltar; Sapphire at Corfu; Carysfort at Constantinople; Nautilus and Hind at Malta. The Volcano spoke the Volage in the Gut of Gibraltar, and her arrival is hourly expected.

A Court-martial had taken place on Major Murton, Royal Marines, embarked in H.M.S. Asia, on charges instituted by Captain Fisher, of that ship, and, after a long business, had terminated in the full acquittal of Major Murton; and in consequence of his long arrest, the Admiral had permitted him to reside on shore for some weeks to recover his health.

The command of the squadron in the Tagus has been given, at the express desire of his late Majesty, to Rear-Admiral Sir Edward Brace, K.C.B., and he is to hoist his flag in the Donegal, 74, at Plymouth. Captain F. Brace and Commander S. Pritchard are also to join her.

The command of the South American squadron has been given to Rear-Admiral C. B. H. Ross, C.B., recently promoted from Plymouth Dockyard, which situation, being a patent appointment, entitles him to compensation either in the shape of pension or employment. Rear-Admiral Ross will probably go out in the President, frigate, at this port. She is ordered to be fitted for a flag-ship. Captain James Scott, who commanded her when carrying the flag of Admiral Sir George Cockburn, is, it is rumoured, to have her again.

The Coast of Africa command is not yet announced in this port, but no doubt settled.

Rear-Admiral Sir F. Maitland's successor as Superintendent of this Dockyard is believed to be Rear-Admiral the Hon. P. Bouverie.

Plymouth, June 20, 1837.

MR. EDITOR,—When I last wrote to you, which was on the 20th ult., the Pembroke, 74, was preparing to go into dock; and it was then generally believed that she had sustained considerable damage from having been ashore. I am happy, however, to have it in my power to state, that the injury she received has turned out to be far less than was anticipated. She was taken into dock on the 22nd ult., when she underwent a very careful examination; and I think I am correct in saying, that the whole amount of mischief was remedied by merely shifting three pieces of the main keel, and supplying a new false keel all fore and aft. She was undocked on Friday last (16th inst.), and it is expected that she will be ready for sea again in the course of about three weeks.

Our modern men-of-war are certainly very strongly built; and I con-



ceive that the strength imparted to them may in a great measure be attributed to the solidity of the frames, occasioned by the practice of filling-in the openings between the timbers, which has proved in several instances of late to be a great improvement in our ship-carpentry.

The *Jaseur*, 18-gun brig, Captain Hackett, which arrived from the Mediterranean on the 14th of last month, was towed into harbour on the 22nd by the *Messenger*, steamer. The *Blazer*, steam-vessel, Lieutenant *Wagh*, arrived from Alexandria on the 23rd, and still remains alongside the Dockyard, her engines being under repair.

The *Wolverine*, brig, 16, Commander Hon. E. Howard, arrived on the 25th, and came into harbour as soon as she had got rid of her powder. She had been expected for some time previously, having been ordered home to be docked, in consequence of having been aground. She was docked, accordingly, on the 26th, when it was found that no other mischief had accrued from the accident than the loss of the false keels. When the *Pembroke* was docked, many persons who seldom visit the Dockyard had curiosity enough to make a personal survey of the condition of her bottom, so much having been said on the subject; and a similar feeling manifested itself with respect to the *Wolverine*, which was also less damaged than had been supposed.

At an early hour on the morning of the 29th ult., a salute announced two arrivals, which turned out to be Danish men-of-war, a frigate and corvette. The frigate is named *Galathèa*, and the corvette *Diana*; the former carrying thirty-four long 18-pounder guns, and the latter twenty medium 18-pounders. The next day, in the afternoon, the officers of both of the above ships landed at the Dockyard, where they were received by Commander Robertson, of the Ordinary, and Lieutenant Collingwood Dickson, Flag-Lieutenant to the Admiral-Superintendent of the Dockyard, with every mark of attention. They proceeded immediately to the residence of Rear-Admiral Warren, where they partook of refreshment, and afterwards walked round the establishment, evidently much pleased with what they saw.

Desirous, perhaps, of making some acknowledgment for the civilities they experienced, the Commodore and officers of the two ships gave a splendid *déjeuner* on board the *Galathèa* on the 1st of June. The Commander-in-Chief, Lord and Lady Valletort, Sir James and Lady Hilliar, and a large party of fashionables, were on board; and when his Lordship (the Port-Admiral) left the ship, he was complimented with a salute. Every one appeared to be much gratified with the day's entertainment, and the greatest possible cordiality seemed to exist between all parties. There were twenty-two officers upon the whole, all of whom are certainly fine-looking men. They have no Midshipmen on board. The complement of men belonging to the frigate was 188, and 125 to the corvette.

I cannot give you a correct idea of the magnitude of the ships, as no one on board with whom I happened to meet could tell me their dimensions. The Danes do not speak of their ships by tonnage, but it seems that they make use of the term "displacement," which is unquestionably more correct than tonnage; but I could not learn from those with whom I conversed the displacements of the two ships. I was surprised to find that the ship's company are not provided with mess-tables, which contribute greatly to the comfort of a crew, but was given to understand that it is probable they will ere long be introduced into the Danish Navy.

A shipwright officer with whom I was in company on board, induced me to believe, from several things which he pointed out to me, that nothing presented itself in the department of practical Naval architecture from which the English would benefit by taking a hint. I suppose we may make some allowance for professional prejudices. For my own part, my attention was most taken up with an instrument called a "Clinometer," the object of which is to indicate, at any time, in a very distinct manner,



the difference of draught of water, or the vessel's *trim*. It is an instrument which presents to your immediate notice two small vertical glass tubes partly filled with coloured spirit, and having a graduated scale behind them to show the exact difference of height of the spirit in the two tubes. The other part of the instrument is enclosed within a case to protect it from injury. The graduations upon the scale are ~~set~~ in degrees and minutes, and will always indicate the angle which the keel of the ship makes with the horizon; but in order to make the instrument applicable to its purpose, in terms best understood by nautical men, a table is made out and placed at the side of the instrument, showing to what extent any number of degrees and minutes will affect the draught of water in feet and inches. A table of that kind must be formed for every ship. It has a curious effect, at first glance, to observe two tubes about half an inch asunder, with spirit in each, standing at unequal altitudes, when it would naturally occur that the surfaces of the spirit in each ought to be on the same level; but it is this apparent anomaly which constitutes the principle of the "clinometer."

I was also much pleased with a percussion-lock for the use of the long guns, which I thought possessed some merit, inasmuch as it can be used without any liability of injury by explosion from the touch-hole. There were some "sights" too, of very ingenious contrivance, but which appeared to me to be open to some objection in practice. And lastly, their "beds and quoins" were constructed very differently from those in our service, and I observed that no provision is made for "depressing" the guns! I hope our adversaries in Naval combat never will attend to the depression of their guns, especially if (by improving the weatherly qualities of our men-of-war) we can contrive to get to windward of the enemy, so that he may have to depend on his weather battery. But, Mr. Editor, I fear I have kept you too long on board the *Galathæa*. We will return now to the passing events which I know you are desirous of recording under the head of "Correspondence," in your Journal.

The *Jaseur* was paid off on the 31st, and the *Wolverine* was undocked on that day. The *Scorpion*, 10, Lieutenant Geaton, sailed on Sunday the 4th of this month, for Spain. The *Larne*, 18, Commander Blake, arrived from Portsmouth on the 5th, and sailed again on the 7th for Lisbon, whence she will proceed to the East Indies. The Danish ships sailed on the 5th, and gave the Port-Admiral a farewell salute. The *Camel*, dockyard lighter, was taken on the wet-slip on the morning of the 5th, to repair her false keel; and the *Forester*, brigantine, was taken on the same slip the next day, to have her copper examined and repaired, and the bottom cleaned. The *Wizard*, 10, Lieutenant Harvey, sailed into the Sound on the 6th, and saluted the flag in going down; she was paid advance of wages on the 8th, and took her departure for the South American Station on the 15th instant. The *Gossamer*, tender, arrived from Portsmouth on the 7th with supernumeraries, and sailed again on the 10th; and the *Rochester*, lighter, arrived the same day with stores from Chatham. The *Saracen*, 10, Lieut. Worsley Hill, sailed on the 8th for Falmouth and Lisbon. The *Tortoise*, lighter, sailed with stores for Pembroke.

The *Columbia*, steamer, Lieut. Gordon, arrived on the 10th from St. Sebastian; she brought no news of importance. General Evans had left Spain, and was on his way back to England, *viâ* France. The *Columbia* had four of the General's horses on board, one of which was the charger on which the Christino Spanish General Gurrea was lately killed. The *Columbia* was employed on the 12th to tow the *Spey* packet into the Sound: on her return she went alongside the Dockyard, where she received a fresh supply of coals; and on the 14th she proceeded to Portsmouth, and thence to the River, with the Marines of the *Revenge* belonging to the Woolwich division. The *Spey* proceeded to Falmouth on the 12th.

The *Royalist*, 10, Lieut. Hon. Edward Plunkett, arrived in the Sound from Spain on the 17th, and came into harbour on the 19th, to have her defects attended to. The *Ringdove*, 16, Commander H. P. Nixon, went out of harbour on the 17th, and saluted the flag in going down: she is destined for the West Indies. She has been fitted with a pair of paddle-wheels of neat construction, to work with winches, upon which about twenty-eight men can work at a time. They are made in a very simple manner, so as to admit of being shipped and unshipped with great facility; and it appears from a trial which took place to-day in the Sound, in presence of the Commander-in-Chief, the Flag-Captain, Mr. Lloyd (Inspector of machinery), and others, that they are likely to answer extremely well, where it would be desirable to paddle the vessel for a short distance, at the rate of three or four knots per hour.

The *Donegal*, 78, was docked yesterday, to have her bottom cleaned and examined, and went out of dock again this evening. The *Thisbe*, 46, is to be docked, to undergo a similar process of inspection. The *Druid*, 46, is to be brought forward for commissioning; and the *Donegal* and *Wellesley*, seventy-fours, are fitting for flag-officers, for foreign appointments.—Yours, &c.

D.

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#### REVIEWS AND CRITICAL NOTICES.

THE RUSSIAN FLEET IN THE BALTIC IN 1836. BY H. W. CRAWFORD, COMMANDER, R.N.

WE had taken up our pen to discuss the very intelligent yet modest pamphlet of Commander Crawford, entitled as above, when the following observations from a competent quarter reached our hands, and anticipated our purpose. We freely substitute the concurrent opinions of our correspondent:—

Portsmouth, June 18th, 1837.

You have not yet noticed in your Journal a small, but very interesting pamphlet, published by Commander Crawford of the Royal Navy, detailing his observations on the present state of the Russian Navy in the Baltic, and the extraordinary improvement which has taken place in their discipline and efficiency within a few years. I recommend this little work (which may be had for a shilling at Ridgway's) to the attention of those whose minds are not so wholly engrossed by party politics, as to disregard the real welfare and safety of their country. They will find that the Emperor Nicholas, with whom a party in Parliament are perpetually endeavouring to embroil us, and whose personal character and government they are daily loading with the grossest abuse, possesses within a week's sail of our shores a fleet of twenty-seven sail of the Line, seventeen heavy frigates, and a proportion of smaller vessels, and steam-boats fully manned and equipped, and carefully exercised under the Emperor's own eye during the summer months. It can scarcely be necessary to point out the almost irreparable injury which such a force might effect by an unexpected attack on our Naval Establishments in the Thames and Medway; and, although I am far from participating in that *Russophobia* which is felt or affected by our pseudo-patriots, yet I consider any Government highly reprehensible, which, under such circumstances, neglects the naval defence of the country, and those obvious and indispensable precautions, which common prudence and forethought dictate and demand.

It is true some petty saving is effected by keeping our few ships in commission unmanned and in port, and those whose only object is to rub



through a Session of Parliament, may fancy that they have performed their whole duty when they have cut down estimates and reduced expenses; but what will be the language of the country, if, on any sudden emergency, our fleet is found unprepared, and unequal to our defence, and that, by a short-sighted and pitiful economy, we have incurred not only immediate risk and disgrace, but in all probability immense and unavoidable expense? How will any Ministry which has so conducted the affairs of their country, face the storm of public indignation by which they will be assailed? Loss of office and impeachment will be their inevitable fate, and they will too late discover, that nations, like individuals, never forgive those by whom they have been flattered and deceived.

Let us hope that we shall take in time the warning this judicious little pamphlet gives us, and that our Admiralty may turn their minds more seriously to those measures which existing circumstances render so important. In my humble opinion much more might be done with the ships actually in commission, if we would adopt a new mode of employing and assembling them, and shake off that routine system of considering all our ships as the property of particular stations, and irremovable from them until a period of three years shall have expired. Let us take, for instance, our Mediterranean, Lisbon, and home stations. We have fifteen sail-of-the-line distributed between the three; but, from our extreme apparent disinclination to assembling or exercising any number of ships together, even at times when they are least required for any other service, not more than three or four of these ships are ever together, and then always at anchor, and rather retrograding than advancing in discipline and efficiency. Of the eight commissioned last year, I do not think any one has been much more than a month at sea, and the remainder have been still more stationary. The Hastings, of 74 guns, has been above three years without moving from the Tagus. The Rodney, of 90, a new ship of a particular class, whose qualities of sailing it was most desirable to try thoroughly, has passed a year and a half at anchor by herself on the coast of Spain, where any 74 would have done as well; and if I went through the whole list of our ships in commission, I am afraid the reports would be equally unsatisfactory. At this moment what a contrast does Portsmouth present to Cronstadt! The Emperor of Russia is probably ordering his fleet of twenty-seven sail-of-the-line to commence its manœuvres, while we have only two at our great Naval Arsenal, the Captains of which have been in London since the commencement of the Session of Parliament, and the Commander-in-Chief has just left us to pass the summer in Scotland. Surely every one will see the inevitable consequence of this supineness in the conduct of our naval administration; and, as it is my opinion that with very little increase of expense the British Navy might be kept in a constant state of activity and preparation, I will shortly suggest the outline of the arrangements by which this result may be expected.

I would have no ship in commission which was not fit to go to sea at the shortest warning, and which was not exercised at least during the summer months. The three Commanders-in-Chief's ships at Portsmouth, Plymouth, and Sheerness, ought to be kept sufficiently manned for this purpose, and those which bear the flags of the Admiral-Superintendents should be sea-going ships, manned by the ordinary at their respective ports (by which the efficiency of both ships and men would be secured), and regularly exercised with the rest of the fleet.

As many ships of all classes as can be assembled should rendezvous at Spithead early in April, and continue together in the Channel in a state of activity and useful instruction until September, when those intended to remain at home should go into harbour and dismantle, while a squadron should be selected for winter exercise amongst the West India islands, under an active and experienced officer, with orders to return to Spithead early in April. The fine climate and weather, and the number of excellent roadsteads, induce me to prefer this part of the world to any



other for exercising our disposable ships during the six winter months, and those which belong to the station should join the squadron as frequently as possible, and be thoroughly practised in all the evolutions of a fleet, with which our younger officers (on whom we must now chiefly rely) are entirely unacquainted; and every class of ship should take her place in the order of sailing or battle on those occasions.

All this might easily be accomplished by a small addition to our present naval force in commission, and by an arrangement which, instead of locking up our ships during eight months of the year in total inactivity at Malta or Lisbon, should keep the whole in that state of useful exercise without which it can never be thoroughly efficient. Under existing circumstances a fleet in the Mediterranean during winter is totally unnecessary, and by the measures I propose that station might always be reinforced early in the summer, and long before the period at which the Admiral has usually left his winter quarters for Smyrna or Vourla Bays. We ought to keep at home (or at all events not farther off than Lisbon) during the winter, twelve sail of the line, including the six flag-ships at Portsmouth, Plymouth, and Sheerness, all manned, and so arranged and distributed that, on any sudden emergency, each ship could fit out a second, and thus at once double our force; and this should occasionally form a part of our exercise, until we were thoroughly perfect in it.

It is many years since a ship has been less than two or three months fitting for sea, and the possibility of doing it in as many days is perhaps almost unknown to the present generation of officers. If the system I recommend were adopted, activity, energy, and emulation would instantly revive in the British Navy, and the country, instead of being, as at present, almost at the mercy of a powerful neighbour, would silently but securely resume that maritime superiority which a long peace and a false economy have seriously endangered. But to effect this desirable change, we must find officers who will prefer their professional pursuits to mere party politics, and the quarter-deck to the Treasury benches, and who, instead of devoting their time to canvassing and elections, will recollect Blake's golden maxim, that our business is "to keep foreigners from fooling us."

A NAVAL OFFICER.

The foregoing notice of a subject of high national importance, we regret to find, exhausts the little space at our command for reviews this month, although we have clipped and pared in every direction to enable us to introduce to our readers a few, at least, of many meritorious publications which crowd our table, and of which we have made notices. We hope to be more successful next month.

#### NOTICES TO READERS AND CORRESPONDENTS.

To the query of "A Staff Surgeon," we reply that some injudicious critic of a little volume on the West Indies, just published, by Sir Andrew Halliday, has given that officer the credit of having originated, by his statements in that book, the ameliorations with regard to diet, &c., recently promulgated amongst the troops in the West Indies. This is absurd and untrue, as we shall show next month. We have given some interesting additional papers on this subject in our present Number.

The History of the Steam-Engine will be continued in our next.

We are compelled to postpone the list of the Yacht Squadron for the present year to next month.

Our facetious correspondent, "Orpheus," had nearly miscarried, owing to the misdirection of his letter.

"An Amateur" is informed, that the plan, illustrating the paper on "Ernani," in our last Number, is published by Spooner of the Strand.

Many articles and letters postponed.

EDITOR'S PORTFOLIO;  
OR,  
NAVAL AND MILITARY REGISTER.

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AFFAIRS AT HOME AND ABROAD.

THE amelioration in the King's health, which we noticed with unfeigned satisfaction last month, unhappily was but transient—WILLIAM THE FOURTH has ceased to exist. The event has been thus officially announced :—

Whitehall, June 20.

A bulletin, of which the following is a copy, has been received by Lord John Russell, one of his late Majesty's principal Secretaries of State :—

“ Windsor Castle, Tuesday, June 20.

“ It has pleased Almighty God to release from his sufferings our Most Excellent and Gracious Sovereign King William the Fourth.

“ His Majesty expired at twelve minutes past two o'clock A.M., this day.

“ M. J. TIERNEY.

“ W. F. CHAMBERS.

“ D. DAVIES.”

It is needless to add that the official announcement of a consummation so deeply deprecated, though known to be impending, has diffused lamentation through the land.

The cause of His Majesty's death was inflammation of the lungs, coupled with organic disease of the heart.

The remains of the King, which have been embalmed, will lie in state in the Waterloo Gallery, at Windsor Castle, on Friday the 7th and Saturday the 8th of the present month, and at midnight of the latter day will be consigned, with the usual pomp, to the royal vault in St. George's Chapel. *Requiescat in pace!*

The youthful Heiress to the British Crown, whose majority, in that capacity, was last month so critically attained, has ascended the throne of these realms amidst the best hopes and auguries of the nation. The demeanour of Her Majesty, under circumstances so new and trying, has conciliated all opinions; and sanguine expectations are entertained by all who look to the sacred obligations under which the British Crown is held, and duly estimate the disposition and capacity to fulfil them of HER who, alike amiable, well-instructed, and doubtless imbued with the firm and constitutional spirit of her predecessors and family, now possesses it, that the British Monarchy will still advance in prosperity and glory under the sway of Queen VICTORIA. To Her Majesty we vicariously, and most dutifully, tender the homage of the United Service.

The proclamation of the Queen took place, with the usual ceremonies, on Wednesday the 21st ult.

On Thursday Lord Melbourne communicated to the House of Lords a message from the Queen respecting his late Majesty, and referring to the state of the public business in connexion with the necessity of summoning a new Parliament within the limited period,—namely, six months from the demise of the Crown. Upon this occasion ample and respectful testimony was cordially borne by the Prime Minister, the Duke of Wellington, Earl Grey, and Lord Brougham, to the sterling and patriotic qualities of William the Fourth.

A corresponding message was introduced in the House of Commons by Lord John Russell, and similarly responded to by Sir Robert Peel and the House.

Shortly after the accession of the late King, in 1830, we gave a Memoir of His Majesty's Naval Services,\* accepted as correct by its illustrious subject. We then wrote thus:—"The following Sketch is merely intended to embrace the Naval career of his present Majesty. We trust the period is distant when it may become the province of history to chronicle the course and consummation of a LIFE so justly dear to the British people." Seven brief years have flown, and the contingency we so sincerely deprecated has arrived.

It is not, however, our purpose at present to enter upon the biographer's task—an office we reserve for a future Number, probably our next; but, amongst a variety of characteristic traits marking the close of the late King's life, there is one anecdote, of which many incorrect and vulgar versions are abroad, so honourable to his Majesty, so grateful to the nation, and, withal, so consonant to the objects of this publication, that we cannot refrain from recording it. The accuracy of the following particulars, which we have taken pains to ascertain, may be relied on.

On the morning of the 18th June, the anniversary of the Battle of Waterloo, William the Fourth at length felt himself sinking under his disorder, and for the first time evinced to his family and attendants his knowledge of his danger, by observing to Dr. Chambers that he should not see another sun set; he soon after added—"BUT LET ME LIVE TO SEE OUT THIS MEMORABLE DAY."

It is from this noble aspiration, solemnly uttered, that have originated the idle and indecent reports which ascribe to his Majesty, at such a moment, the use of expressions utterly inconsistent with the dignified, resigned, and serious demeanour exhibited by the late King throughout and to the latest moment of his afflicting and mortal complaint.

The Earl of Munster, who was present at Windsor in the double capacity of his Majesty's son and Constable of the Castle, having learned from Dr. Chambers what had passed, and knowing the deep feeling of pride with which the King had ever regarded the victories of his subjects and countrymen, whether by sea or land—thinking, also, it might please his Majesty, and, for the moment, divert his attention from his own situation and suffering—determined (though never previously the custom) to carry to his Majesty the new tri-coloured standard of the French empire, forwarded yearly by the Duke of Wellington, on the glorious anniversary, being the tenure by which his Grace holds

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\* See the UNITED SERVICE JOURNAL, No. 22, Part II., for October 1830, p. 521—with a Portrait of the King.



Strathfieldsaye, as the descendants of Marlborough do Blenheim by the annual presentation of the lily'd banner of Royal France.

His lordship plucked the trophy from its stand in the "Hall of Chivalry," where it had been placed early on that day by the Duke's agent at Windsor, and, after ascertaining from the medical gentlemen in attendance that it would not create, in the King's enfeebled state, too much excitement, carried it into his Majesty's room.

Having waited by the side of his dying sire till he saw a fit opportunity, his lordship then laid the standard at his feet. The King at once brightened up, showed evident signs of gratification, and saying, "Ay, the Day—the Day!" desired Lord Munster to unfurl it, placed his hand on the gilt eagle, which surmounts the trophy, as an acknowledgment, and, on the Earl's again laying it at his feet, said, "Quite right—quite right!"

That Lord Munster had judged rightly of the King's feelings was shown by the circumstance remaining on his Majesty's mind, not only during the remainder of that day but all the next—the last of his existence;—as, within four hours of his decease, on the evening of the 19th, the dying monarch suddenly raised himself and said to the Queen, "Send for George—tell him to bring his Constable's staff."

On the latter appearing before him with the *baton* of office, the King, de-crying his son, said, "HEIRLOOM"—"THAT'S ENOUGH."

If these were not the last words, this was certainly the last act of King William's life.

The conduct of her Majesty, Queen, ADELAIDE, throughout the present trial, as through the whole tenor of her exemplary life, has been such as to reflect lustre on her sex, dignity on her station, and honour upon human nature. Queen Adelaide remains to the British people a bright example of female excellence, and an honoured object of respect and affection.

On the demise of William IV., the Crown of Hanover has devolved on the Duke of Cumberland, as the next male heir, the *salique* law, of German origin, excluding females from the Throne of that kingdom. The King of Hanover left England on the 24th ult. to take possession of his dominions as Ernest I., having previously sworn allegiance, as a British Prince and Peer, to the Queen of Great Britain. The sway and destinies of Hanover have thus, for the first time since the accession of the House of Brunswick, been severed from the Crown of England; and the position of its new Sovereign acquires, with its national independence, an increase of political difficulty. There are few personages, even in this realm of prejudice and scandal, more misrepresented than the present King of Hanover, from whose real kindness of heart and good intentions we augur anything but a harsh or unprosperous rule to a people so long governed by his illustrious family. The Hanoverians, both as fellow-subjects and associates in arms, ever loyal and distinguished, possess our highest respect and warmest sympathy, and it is in the honest spirit of such sentiments that we invoke for them and their King reciprocally every acquisition which may be consistent with the rights and interests of both.

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It is expected that a dissolution of Parliament will take place on the 20th instant.

We refrain for the present month from entering upon a variety of other topics, domestic and foreign, from respect for the engrossing subject of public attention and feeling.

#### GENERAL ORDER.

Horse Guards, June 20.

Her Majesty does not require that the officers of the Army should wear any other mourning with their uniforms, on the present melancholy occasion, than black crape over the ornamental part of the cap or hat, the sword-knot, and on the left arm, with the following exceptions, viz.:—Officers on duty are to wear black gloves, black crape over the ornamental part of the cap or hat, the sword-knot, and on the left arm; the sash covered with black crape, and a black crape scarf over the right shoulder. The drums are to be covered with black crape, and black crape is to be hung from the pike of the colour-staff of infantry, and from the standard-staff and trumpets of cavalry. When officers appear at court in their uniforms, they are to wear black crape over the ornamental part of the cap or hat, the sword-knot, and on the left arm; a black crape scarf over the right shoulder.

By command of the Right Hon. the General Commanding-in-Chief.

JOHN MACDONALD, Adjt.-Gen.

Admiralty, June 20.

Her Majesty does not require that the officers of the fleet should wear any other mourning, on the present melancholy occasion, with their undress uniforms, than black crape on their left arm, hat, and sword-knot; nor with their dress uniforms, than black gloves, and black crape on the left arm, hat, and sword-knot; nor that the officers of the Royal Marines should wear any other mourning with their uniforms than black crape on their left arm, hat, and sword-knot; except on duty, when they are to wear also black gloves, and the sash covered with black, and a black crape scarf over the right shoulder; and except at Court, when they are to wear black crape on the left arm, hat, and sword-knot, and a black crape scarf over their right shoulder. The drums of the Royal Marines are to be covered with black, and a black crape is to be hung from the pike of the divisional colour-staff.

C. Wood.

The presentation of new colours to the 71st Highland Light Infantry took place on the 19th of May, being the anniversary of the battle of Almaraz, in which this regiment so greatly distinguished itself. The spot chosen for the ceremony was the Phoenix Park, immediately in front of the Chief Secretary's Lodge. Two squadrons of the 1st Royals kept the ground. One troop of the 8th Hussars attended as an escort to his Excellency the Lord-Lieutenant.

At two o'clock the 71st left the Royal Barracks, their band playing the air "We do not war in Peace." They marched to the ground and took up their position in line.

Previous to the presentation the following letter from Lieut.-Gen. Sir Colin Halkett, Colonel of the 71st, was read by Lieut.-Col. Grey to the regiment.

"Seventy-First!—Worn out by long service, your old colours call for renewal. It becomes my pleasing duty to replace their venerated frag-

ments with others as yet unsoiled by the vicissitudes of the field. This I would gladly perform in person, but I am deprived of the anticipated pleasure by circumstances over which I have no control, and I must leave the gratifying task to the management of your immediate Commanding Officer.

"In presenting the new colours, which are henceforth to guide you in the paths of honour, I deem it incumbent upon me to recall to your memory, by a rapid sketch of the history of the corps, the distinctions it has acquired under the auspices of the old, that the veterans who still adorn your ranks may have their meed of praise, and the useful and yet untried soldiers may aspire to emulate their glorious deeds.

"The 71st Highland Light Infantry has been distinguished alike on the burning plains of Hindostan, at the southern extremities of the African Continent, in the deadly marshes of 'Walcheren,' in the hard-fought battles of the Peninsula, and on the immortal field of Waterloo. The regiment was one of the first that landed in Spain. The mountains of Galicia witnessed its indomitable spirit under the combination of dangers, hardships, and fatigues, seldom equalled in the annals of war; and on the bloody field of Corunna the 71st nobly sustained its post in avenging the death of the brave and lamented Commander. From the western shores of Portugal to the Pyrenees the corps proudly maintained the honour of our country in many a severe action—Roleia, Vimiera, Almaraz, Fuentes d'Onor, and Vittoria, bear witness to its prowess. The freedom of Spain being secured, the 71st was amongst the foremost who chased the Gallic eagle across the Pyrenees, and at Nive and Orthes added new laurels to its already abundant harvest.

"The enemy defeated at all points—a short peace gave a respite to its toils: but the call of our country soon again found the regiment ready for the field, and at Waterloo it bravely contributed to a victory which for heroic deeds and moral results is justly considered the greatest ever achieved.

"Soldiers! in placing before you this brief sketch of former exploits, I appeal to your noblest feelings—obedience, observance of discipline, and valour—the greatest qualities of a good soldier, and of these the history of your corps affords many a brilliant example. The fame of your past actions will be your best incentive to future efforts; and when you look on the insignia which adorn your new colours, you will, I trust, gladly imitate the military virtues that, under the old, won those unfading honours and distinctions of which you are the guardian.

(Signed) "C. HALKETT."

At half-past two o'clock Lieut. General Sir Edward Blakeney, Commander of the Forces, arrived, accompanied by his staff, and was received with a general salute. The band played Lord Cromarty's march while the General rode along the lines. The old colours were exhibited covered with laurels.

At this period the Hon. Mrs. Grey, Lady of Colonel Grey, in command of the regiment, arrived in an open carriage, and excited much interest, it being understood that she was to present the colours to the distinguished regiment commanded by her husband. The troops then formed into square, when—

The Rev. Mr. Dill, chaplain to the regiment, in blessing the new colours to be presented, which lay in the form of a cross upon the ground, said,—“In coming forward here to-day to perform a pleasing and a solemn duty, I do not do so as the advocate of war or of strife among men. I am induced, by the sacred office which I hold, as well as by my own inclination, to prevent a recurrence of such scenes; but I do it because I believe the peace of the country in the present state of society cannot be preserved without a standing military force to overawe the evil and viciously inclined



portion of the community. "In doing the duty allotted to me this day, I cannot but reflect with feelings of delight and satisfaction on the valour which has always distinguished the career of the British arms, in whatever portion of the world they were called upon to discharge the duties they owed their King and country. It is not my province to dwell on the many and various achievements of your regiment—they are engraven on the tablets of fame—your victories are already emblazoned in letters of gold, and deserve, as they have already received, the everlasting gratitude of your country. Allow me to remind you of the many circumstances which have thus led to your glorious career in arms. Remember, you are Scotchmen—you belong to the land of the brave, the free, and the good—which has produced such names as Knox and Melville as preachers of the word, and Bruce and Wallace in the field. If those colours of which you are to be deprived are worn out by the length of time which they have contributed to add to the glory of your country, that very service sheds a brighter lustre from the many glorious advantages which have accrued from it—namely, the advancement of liberty and the happiness of mankind in every part of the world." The reverend gentleman proceeded briefly to observe the duty which the regiment owed to God, to religion, and their country, and concluded by a long prayer to heaven to add still further to the glory which has crowned the British arms, and particularly the 71st regiment.

Lieut.-General Blakeney then addressed the regiment as follows:—"Officers and soldiers of the 71st regiment—I have the honour this day—a day glorious in your recollections—to present to you the King's colours. I deliver them to you with no ordinary confidence, assured as I am, from the high discipline that has ever distinguished you, that they will ever be maintained by noble and gallant conduct in the field as well as by regularity and strict discipline wherever you are quartered. It is usual on these occasions to refer to former services of a regiment, in order to instil into the successors of those brave men who have fought and bled in the service of their country a desire to accomplish equally noble deeds. Yours, gallant 71st, are well recorded in history, and I cannot, among the many feats of arms in which you have borne a principal part, help referring to a few battles in which you largely partook, and most gallantly performed your duty. The one—that of Fuentes D'Onor, under the immediate eye of the great captain of the age, the Duke of Wellington, the hero of a hundred battles—the other under the command of our excellent and able Commander-in-Chief, Lord Hill. In both of these actions, 71st, you greatly distinguished yourselves. In the latter, the historian describes you as bounding over the hills to the attack of Almaraz on the 19th of May, 1812—that glorious day—the anniversary of which we are all assembled to commemorate. Soldiers! I have every confidence in your emulating those heroic and chivalrous deeds should an opportunity again offer; but, to be prepared for this, you must maintain the reputation you now enjoy, and preserve without blemish the discipline you now happily possess. You have at all times been commanded by most distinguished officers, some of whose names I need only mention, to remind you of their gallant exploits. Who is it that does not remember those of Pack, Cadogan, Reynell, and Arbuthnot—men whose fame is imperishable for glorious and heroic achievements? To these I will add my gallant and distinguished friend, your present Commander, Lieutenant-Colonel Grey, who possesses my fullest confidence, and who will, I feel assured, whenever the occasion may arrive, equally distinguish himself with those who have gone before him. Lieutenant-Colonel Grey, you are well supported by an excellent corps of officers, and I have great satisfaction on this most interesting occasion in paying this public testimony to their merits, while I gladly add an equal tribute of my approbation to the non-commissioned officers and corps at large. May you, therefore, 71st, long enjoy that high

reputation you deservedly have obtained; and when your services may be demanded by your King and country, be assured that my earnest wishes for your prosperity and success will always attend you."

Colonel Grey then came forward and said—"General, on the part of the officers, non-commissioned officers, and soldiers of the 71st, I have to thank you for the high honour you have this day conferred upon us. Should the opportunity again occur when our services will be required for upholding the honour of our King, and defending the interests of our country, I trust we shall do our duty as nobly as those have done who have set us so many noble examples. It is, however, a source of pride which we shall not soon forget, that our colours have this day been presented to us by so distinguished an officer as Lieutenant-General Sir Edward Blakeney."

General Blakeney then handed the colours to the Hon. Mrs. Grey, who, in presenting them, said—"Soldiers, I am much flattered at having been requested to present the regimental colours to the 71st, and the more gratified because my husband has the honour and happiness to command it. I need not tell you that you have my most anxious and cordial good wishes; and I feel confident that the new colours are entrusted to those by whom the credit of the regiment will be ever upheld. What you have this day received will be an addition to the numerous badges you already wear."

The colours were received by the regimental band playing—"God save the King."

There was a general salute to the old colours. Tune—"Auld Lang Syne," and three cheers.

The troops then marched past with the new colours. They bore, intermingled with the thistle, the inscriptions—"Almaraz," "Vittoria," "Cape of Good Hope," "Pyrenees," "Peninsula," "Corunna," "Vimiera," and "Waterloo," with the motto at foot, "*Nemo me impune lacessit*."

At twenty minutes to four o'clock his Excellency the Lord Lieutenant arrived, attended by his Staff. Lord Mulgrave was attired in the uniform of a Field-Marshal. The regiment formed into line, and his Excellency having inspected it, they marched past, the band playing "the March in Almaraz," "the Lass of Gowrie," "Hurra for the Bonnets of Blue," &c.

His Excellency then addressed the troops:—"Soldiers, I congratulate you upon the circumstances under which you have this day received the colours of your regiment. It is a day which must bring to your recollection the glory of former deeds of arms; and from the hands you have received them from, and the manner in which they have been presented to you, additional value must, in your estimation, be bestowed upon them. I can easily imagine the feelings by which you have been actuated in parting with trophies which, for 'auld lang syne' sake, were endeared to you; but that recollection must bring with it a pleasing emotion, when you bear in mind that those relics of your former glory will be placed over the grave of one who often led you to victory, as a curtain to shade the honoured remains of a departed warrior\*. You have received the colours which were presented to you as an emblem of military glory; but recollect they are only an embellishment. It is from the innate feelings of the heart alone that heroic sentiments and chivalrous acts proceed. It is not on outward symbols you must rely. They are, to be sure, deserving of honour, as reminiscences of deeds of renown; but it is those feelings which fill the heart and warm it, to promote the good of our common country, that are, above all things, to be appreciated. The great victories

\* This observation is in allusion to the late gallant General Sir Denis Pack, whose remains are interred in his native city, Kilkenny.



of the last century are within the recollection of all of us. The gleam of glory which beamed from the Peninsula, and finally illumined the field of Waterloo, shedding the blessings of peace and happiness on our country, is known to you; and I am sure, did the country again require your services, you would, under the command of my gallant friend who this day leads you, and the officers I see around him, do again what was done before, and the glory which was formerly won by the brave men of the 71st would not be sullied by those I see before me. They would, as they always have done, show themselves one of the most distinguished corps in his Majesty's Service."

A *déjeuné* followed. It was given by Colonel Grey in the Chief Secretary's Lodge, and on the lawn in front, upon which a number of elegant marquees were erected. The entertainment was upon the most magnificent scale. A large assemblage of distinguished personages were present.

The ceremony, so judiciously timed to the anniversary of Almaraz, was respectively celebrated by the Serjeants of the 71st, and the whole of the privates, having the Scots Greys for their guests, in a spirit of conviviality and pride worthy the cause and the corps.

We have great pleasure in adding, as we feel fully justified in doing, our own testimony to the honourable tributes from superior quarters offered on the above occasion to the zeal and capacity of Lieutenant-Colonel Grey, a most promising officer, and the excellent conduct of the officers and men of the distinguished battalion under his command.

#### EAST INDIA COMPANY'S MILITARY SEMINARY, ADDISCOMBE.

The half-yearly Public Examination of the Gentlemen Cadets educated at this institution took place on Monday the 12th June, in the presence of the Chairman, Sir James Carnac, Bart., the Deputy-Chairman, Major-General Sir James Lushington, K.C.B., and several Members of the Court of Directors. The following were among the visitors, viz.,

The Right Honourables,—Lord William Bentinck, Earl of Clare, Lord Glenelg, Sir Charles Grey, G.C.H., S. R. Lushington, M.P.

Lieutenant-Generals,—Sir T. Reynell, Bart., Sir W. Keir Grant, K.C.B. and G.C.H., Sir R. O'Callaghan, K.C.B., Sir T. Dallas, G.C.B., and Millar, R.A.

Major-Generals,—Sir A. Caldwell, K.C.B., Sir Joseph O'Halloran, K.C.B., Sir Chas. Deacon, K.C.B., Sir Patrick Lindesay, K.C.H. and C.B., Sir Thomas M'Mahon, Sir L. Greenwell, Drummond, R.A., and Prendergast.

Colonels,—Sir Jno. May, R.A., Paterson, R.A., and D'Arcy; and Captain Carnac, R.N.

Lieut.-Colonels,—J. E. Jones, R.A., Barnwall, Powell, Hodges, Bonnar, Dunsterville, and Morgan.

Majors,—Matson, Royal Sappers and Miners, E. H. Willock, Benson, H. D. Robertson, Nutt, Wilkins, and Brough, Queen's Royals; and,

Captains,—Crofts and Forbes.

Also Sir Henry Willock, K.L.S., and P. Melville, G. Lushington, J. Lloyd, R. Temple, — Richards, J. D. Norton, W. Burnie, E. Thornton, J. B. Yzarn, and G. D'Arcy, Esqrs.; the Rev. G. Coles, Dr. Hume, &c. &c.

The number of Gentlemen Cadets brought forward on this occasion consisted of thirty-nine, of whom two passed for the Engineers, viz., A. D. Turnbull and A. G. Goodwyn; two for the Artillery, viz., H. Lewis and Robert Christie; and the following for the infantry, viz.,

Randolph Clifton Buckle, Richard William Henry Fanshawe, William Mayne, Orfeur Cavenagh, Francis William Sellon, Thomas Cole, Athill Turner, James Pattullo, Douglas Hamilton, Deane Christian Shute, John Crommelin Lamb, Montague Cholmeley, Cecil Plowden Trower, Arthur Carrington, William Eastfield Wilkinson, Charles Kensington, Henry



James William Carter, Richard John Farre, Edmund Prideaux St. Aubyn, James Bedford, William Grant Carnac Hughes, William Henry Williams, William Henry Stone, Christopher Jelinger Symons, Malcolm Melville Macdonald, Byam Martin Loveday, James Keith Forbes, Henry Menars, Walter William Davies Voyle, Thomas Philip Sparks, John Cooper Fitzmaurice, John Stafford Paton, Henry Lloyd Evans, Edward Cæsar Fanning, Dillon Gustavus Pollard.

The Public Examiner, Major-General Sir Alexander Dickson, K.C.B., &c., in his report of the merits of the class, also submitted, agreeably to the court's resolution of the 23rd and 30th November last, the names of Gentlemen Cadets H. Lewis and R. Christie, as in every respect meriting honorary certificates for diligence and good conduct; in handing which the Chairman said,—

“Gentlemen,—These testimonials of merit which I have the happiness now of presenting to you are the just rewards of your good conduct and devotion to those studies by which you are here prepared for the profession to which you are destined.

“I trust that they will act as incentives to perseverance in the same honourable course, and that they will impress you with a just conviction throughout your future lives, that exertion can never fail of commanding respect and reward.”

The Report of the Lieutenant-Governor, Sir Ephraim Stannus, C.B., stating that the attention to discipline and to the regulations of the establishment of the whole of the Cadets had been most satisfactory, was then read.

The prizes recommended by the Public Examiner and the Lieutenant-Governor were distributed by the Chairman in the following order, viz.,—

#### FIRST CLASS.

Gentleman Cadet A. D. Turnbull, five prizes, viz.—First mathematical, second fortification, civil drawing, second Hindustani, and the sword for general good conduct; in handing which the Chairman said,—

“Mr. Turnbull,—I have the highest pleasure in presenting you this sword as a mark of the approbation of the Court of Directors. I have no doubt that the circumstances under which you receive it will ever be present to your recollection, and that when called upon to draw it in the service of your country, the result will be as honourable to you as has been the entire course of your conduct during your residence in this institution.”

Gentleman Cadet A. G. Goodwyn, seven prizes, viz.—Second mathematical, first fortification, military drawing, military surveying, second general good conduct, first Hindustani, and Latin.

Gentleman Cadet H. Lewis—French prize.

#### SECOND CLASS.

Gentleman Cadet J. R. Backer, six prizes, viz.—General good conduct, mathematical, military drawing, civil drawing, French, and Hindustani.

Gentleman Cadet J. S. Alexander, two prizes, viz.—Fortification and military surveying.

Gentleman Cadet J. G. Macdonell—Latin prize.

#### THIRD CLASS.

Gentleman Cadet J. W. Fraser—General good conduct prize.

After the presentation of these prizes the Chairman, Sir James Carnac, Bart., delivered an admirable address to the Cadets, which want of room alone prevents us from transferring to our pages.

The general course of the mathematical examination by Sir A. Dickson consisted of algebra, geometry, application of algebra to geometry, plane trigonometry, and its application to military purposes, conic sections, mechanics, theory of projectiles, central forces, hydrostatics, pneumatics, the direct and inverse method of fluxions, spherical trigonometry, and its application to nautical purposes and astronomy.

During this term the usual course of instruction has been followed in the construction, uses, and reasonings of the various systems of fortification of modern days, including field-works and projects of attack and defence. Amongst the essays written by the Cadets of the senior classes, those by Cadets Goodwyn, Christie, Lewis, Alexander, Bruce, and Macdonell, were especially clear and intelligent, and embracing a very extensive knowledge of their subject. A plan of Choumara's system by Cadet Goodwyn is the most chaste and beautiful we have ever seen. That of Cadet Turnbull, of the fortress of Alessandria, with details of the crown-work of Lodi, is also of a superior character. The projects and plans of attack by Cadets Alexander (of the fortress of New Brisach), Kembell (of Coehorn's first system), Becher (of the modern system), are very creditable performances. We notice these out of many superior plans and projects.

In the Artillery department, besides the study of the memoir on Artillery, the Cadets have a short laboratory course. They practise with one 10-inch and two 8-inch mortars, at a range of 500 yards; and some good drawings of guns, &c., were exhibited.

In Field-Engineering the following sketch is taken from the Record Book kept in this department as executed during the term:—

1st. The tracing and executing of a half-curtain and portion of a bastion; of a bastioned field-work (in progress around the parade-ground).

2nd. A small shaft and gallery executed in order to drain the ditch of the bastioned field-work, for which purpose a drain of tiles was laid in the gallery; moreover a batardeaux was built in the ditch of the N.W. demi-bastion.

3rd.—A loop-holed stockade was made to shut in the capital of the N.W. demi-bastion.

4th. A portion of single sap, a portion of flying-sap turned into a parallel, and some loop-holes for riflemen, have been executed.

5th. Balks, dividers, chesses, casks, trestles, &c., for 64 feet of bridge, prepared on the premises by a party of one corporal and six sappers attached to the department.

6th. A trestle-bridge, 60 feet long by 2 feet 6 inches wide, has been laid across the Coldspring by the Cadets.

7th. A barrel-bridge, 60 feet long by 7 feet wide, has been repeatedly thrown across the Coldspring by the Cadets, and was exhibited on the day of examination; on which occasion two 3-pounders by their fire covered the formation and passage of the bridge, which was passed by the column of Cadets, followed by the two 3-pounders, limbered up, which, being together on the bridge, weighed 34 cwt. The column formed into line on the opposite side, the 3-pounders being on the flanks and firing independently; the line charged while the guns retired over the bridge, followed by the column breaking into single files in repassing the bridge.

8th. A ladder bridge, 60 feet long, thrown across the Coldspring on the day of examination.

9th. New sluice gates made for the Coldspring in order to obtain a current of water while the bridges are forming. These are not yet fixed.

10th. A shaft and gallery in progress in order to form chambers for an explosion, but in consequence of coming to water they had to be tamped.

11th. The parapet of an old mortar battery destroyed on the day of examination by the explosion of two mines of 100 lbs. of powder each. In order to effect this, two shafts were sunk from the superior slope at twenty-four feet from centre to centre, and chambers formed in short returns for the charges, which exploded very nearly at the same moment with good effect, completely demolishing the parapet.

The best topographical military drawings were, the battle of Kesseldorf, fought between the Saxons and the allied Austrians and Prussians, by A. G. Goodwyn; the left Bank of the Tagus (from one personally executed by the Professor), by A. D. Turnbull; la Bataille de Culm, beautifully



executed by J. K. Forbes; the Military operations and passage of the Douro, by H. Lewis; la Bataille de la belle Alliance, by J. R. Becher.

As deserving of praise we may mention drawings of the Battle of Craonne, between the French and Russians; that of Malplaquet, between the French and the allied English, Prussians, Hanoverians, and Dutch; Albuera, between the French and the allied English, Spaniards and Portuguese; also plans and attacks of several places besieged in Spain, with surveys of the ground in the vicinity; and a plan (from an actual survey made in 1810) of some Fortifications south of Lisbon, which very accurately showed the chain of Forts on the commanding ground.

Last Christmas an addition was made to the instruction heretofore carried on by the formation of a distinct department for military surveying, with a view to qualifying the cadets, to a greater extent than formerly, for the performance of most important duties connected with the profession for which they are educated. During the last term considerable progress has been made in this branch of study, which has been divided into trigonometrical surveying, military sketching of portions of country, reporting upon and sketching roads, including the ground to the right and left, varying in breadth according to circumstances. Formerly this department of study was conducted in conjunction with that of military drawing, but it was deemed advisable to make a separation, by giving to one instructor the entire charge of work to be performed in the field.

Some very clever military sketches were exhibited at the examination, among which may be particularized as excelling in merit, those of Gent. Cadets Goodwyn, Lewis, Christie, and Turnbull.

The following, among many other landscape drawings, attracted much attention, viz.—part of Broader Water (Patterdale), by A. D. Turnbull; part of Chepstow Castle, by R. Buckle; and Broader Water, by J. R. Becher.

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The first annual public meeting of the friends and supporters of the Shipwrecked and Distressed Sailors' Asylum was held on Thursday the 8th ult., in the Lower Room, Exeter Hall. We observed with regret that very few gentlemen connected with the mercantile interest took a part in the proceedings, which were conducted principally by officers of the Royal Navy.

Sir E. Codrington, G.C.B., M.P., the president of the institution, having been moved to the chair, said that he felt the greatest gratification in being in any way enabled to advance the interests of the Institution, were it for no other reason than through the great respect which he entertained for the illustrious lady who patronized it—Her Royal Highness the Duchess of Kent. That lady had been originally averse to naval affairs, but had taken means to become familiar with the details of maritime life, that she might be better able to instruct her royal daughter in every thing connected with her future station, as the Monarch of the greatest commercial nation in the universe. At the present day, as soon as sailors landed on our shores, and had received the wages of their voyage, they were beset by those odious wretches, the crimps, who made it a trade to live by imposing on their simplicity and open-heartedness, and in a few days robbed them of the fruits of years of labour, danger, and enterprise. It was one of the objects of the society to protect these poor fellows from those land-sharks by providing them with accommodation at the Asylum, to which they could bring their sea-chests, bedding, &c., maintain themselves, and be allowed every fair indulgence. There was one great hardship on the sailor to which he would particularly refer, and which was,—that if he were engaged to work a vessel to the East Indies or elsewhere, and back again, and if she were wrecked by any cause whatsoever, he lost not only his clothing and sea-stores, but also all claim for wages, no matter how blameless his conduct may have been. When he



informed the meeting that one of the objects of the institution was to save these men from the miseries thus inflicted on them in consequence of circumstances over which they could have no control, he was confident that his appeal to their benevolence would not be wholly unsuccessful.

Captain H. M. Marshall, R.N., the honorary secretary, then read the Report of the Managing House Committee. The Committee had been enabled by the funds placed at their disposal to keep open during the last winter the doors of the institution, which otherwise would have been closed. They had encountered great difficulties in taking on themselves, on the 1st of July, 1836, the management of the institution, which under a different name and management had lost many of its most powerful supporters, and had been reduced to an impoverished condition. Their appeals through the daily and periodical journals had been nobly responded to; and, as they had restored the institution to the confidence of the public, they hoped that the examples so liberally set by several public companies and private individuals would be followed, to an extent to enable them to carry out the plans which they had in view for the benefit of seamen generally. The objects of the institution were twofold: First,—To afford a place of refuge to all shipwrecked and distressed seamen, and supply clothing to such as may have lost their all. And, secondly,—To afford lodging, free of expense, to seamen who would bring their chests and bedding to the Asylum, and prefer such accommodation to the haunts of vice and plunder, for which accommodation the only payment required would be a trifling sum for firing and the use of cooking utensils, as such men should support themselves. The Asylum was, like "The Dreadnought, Seamen's Hospital Ship," open to receive the distressed of every clime, creed, and country, without distinction. It contained a mess-room for 100 men, and a dormitory for 150; and a list was kept there of all vessels fitting out in the several docks, captains' names, and destinations. The Committee wished to enlarge the building by erecting several offices, of which they stood greatly in need, and to be enabled to receive a greater number of seamen, who would board themselves, distinct from the distressed sailors; for which purposes they hoped for the co-operation of all the mercantile men throughout the British dominions. There was a chapel attached to the Asylum, in which the inmates regularly attended, morning and evening—sittings were also secured for them in Trinity Chapel, Cannon Street Road, in connexion with the Church of England, where they attended morning and evening on the Sabbath. The Committee had reduced the number of the sad spectacles of begging seamen, for whom employment, or medical advice and assistance, if necessary, were procured. The Report concluded with an enumeration of the donations for the past year.

Sir T. Troubridge, Bart., M.P., moved that the Report be received and printed, and observed that the very indifference to danger and disregard of personal considerations, which made British seamen the unconquerable guardians of the nation's rights, unfitted them for attending to their private affairs, and therefore it was the duty of those who profited by their gallant recklessness, to look to their necessities, and particularly at the present day, as, by the Poor Law Amendment Act, parish officers could no longer grant shipwrecked seamen that relief which they used formerly to afford.

R. Ingham, Esq., M.P., seconded the motion. As the merchant service was the nursery from which the sailors of the Royal Navy were taken, as they were wanted, he hoped the lovers of the Naval glory of Britain would contribute to the funds of the Institution, as it was the best calculated to promote the moral and religious interests of the seamen.

T. S. Buckingham, Esq., M.P., supported the motion at some length.

Captain Manby moved the second Resolution approbatory of the principles on which the Asylum was conducted, and pledging the meeting to

promote its interests. He referred to the success which had attended his efforts for the prevention of the loss of lives by shipwreck, and hoped that similar results would attend the exertions of the Society, in preserving poor seamen from the miseries that awaited them on land after they had escaped the perils of the sea.

Captain Barber, H.C.S., seconded the Resolution. It had been said that sailors were ungrateful, but he knew, from his own experience of them, that there was no class of men more keenly sensible of good treatment, or more willing to give substantial proofs of their gratitude, when the hour of danger was arrived. It was lamentable to observe the indifference of the mercantile men of this country to the state of their seamen, of whom they generally knew no more than what they learned from the wages book. They cared not about the efficiency of their captains or sailors, provided their vessels were insured. The cool intrepidity of the seamen of the Royal Navy was to be attributed to the confidence which they felt, that if they should be disabled in their country's service, there was a comfortable home secured for them; while, if any accident should render the merchant seaman unable to earn his bread, he would sink into the grave unpitied, unbefriended, and unknown.

Captain Baynes, R.N., C.B., moved the third Resolution, to the effect, that the Royal Patronesses and the other supporters of the Institution should be solicited to continue their services, and that certain gentlemen named in the Resolution be requested to form a general Committee for the ensuing year. He regretted that so few gentlemen connected with the shipping interests of the country were present at the meeting. If their absence arose from an indifference to the state of those poor men, by whose labours they accumulated their fortunes, he would not have language to express his feelings on such unworthy conduct.

Lieutenant R. A. Newman, R.N., seconded the Resolution. He attributed the improvidence of sailors to their unsettled habits; the smallness of their means rarely admitted them to provide for future wants, and the hourly jeopardy to which they were exposed increased the probability that all their plans of economy would be intercepted by the stroke of death.

Captain Smith, R.N., moved the thanks of the meeting to the Managing House Committee for their services during the past year, and that some gentlemen named in the Resolution should be requested to continue their labours. It was seconded by O. P. Holmes, Esq., and carried.

The fifth Resolution, concerning the adoption of some rules for the government of the Institution, was moved by—

Captain Saumarez, who was glad to learn that the people in general were becoming more interested in the support of the seamen's comforts, and hoped that the day was not far distant, when one of the tests which would be proposed to the candidates at the hustings would be as to whether they were the friends of the sailors. It was most anomalous that the nation should be so disposed to bepraise the exertions of its seamen, and so unwilling to requite them.

Captain Baines, R.N., C.B., seconded the Resolution, and advocated the foundation of a National Establishment for the reception of aged and infirm seamen.

A vote of thanks having been passed to the Chairman, the Meeting separated.

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## STATIONS OF THE BRITISH ARMY ON 1st JULY, 1837.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed.]

- 1st Life Guards—Windsor.  
 2nd do.—Regent's Park.  
 Royal Horse Guards—Hyde Park.  
 1st Dragoon Guards—Longford.  
 2nd do.—Cahir.  
 3rd do.—Ballinacollig.  
 4th do.—Manchester.  
 5th do.—Birmingham.  
 6th do.—Brighton.  
 7th do.—York.  
 1st Dragoons—Dublin.  
 2nd do.—Dundalk.  
 3rd do.—Canterbury, ord. to India.  
 4th do.—Bombay.  
 6th do.—Dorchester.  
 7th Hussars—Hounslow.  
 8th do.—Dublin.  
 9th Lancers—Glasgow.  
 10th Hussars—Nottingham.  
 11th Light Dragoons—Bengal.  
 12th Lancers—Coventry.  
 13th Light Dragoons—Madras.  
 14th do.—Edinburgh.  
 15th Hussars—Leeds.  
 16th Lancers—Bengal.  
 17th do.—Ipswich.  
 Grenadier Guards [1st batt.]—Windsor.  
 Do [2nd battalion]—St. George's B.  
 Do [3rd battalion]—Tower.  
 Coldstream Guards [1st batt.]—Dublin.  
 Do [2nd battalion]—Portman B.  
 Sc. Fusilier Guards [1st batt.]—St. John's Wd.  
 Do [2nd battalion]—Wellington B.  
 1st Foot [1st battalion]—Athlone.  
 Do [2nd battalion]—Canada; Plymouth.  
 2nd do.—Bombay; Chatham.  
 3rd do.—Bengal; Chatham.  
 4th do.—New South Wales; Chatham.  
 5th do.—Ionian Isles; Gosport.  
 6th do.—Bombay; Chatham.  
 7th do.—Bolton.  
 8th do.—Jamaica; Castlebar.  
 9th do.—Bengal; Chatham.  
 10th do.—Ionian Isles, ord. home; Wexford.  
 11th do.—Ionian Isles; Waterford.  
 12th do.—Cork; ord. for Mauritius.  
 13th do.—Bengal; Chatham.  
 14th do.—West Indies; Brecon.  
 15th do.—Canada, ord. home; Galway.  
 16th do.—Bengal; Chatham.  
 17th do.—Bombay; Chatham.  
 18th do.—Ceylon; Galway.  
 19th do.—Templemore.  
 20th do.—Canterbury.  
 21st do.—Van Diemen's Land; Chatham.  
 22nd do.—Buttevant.  
 23rd do.—Dublin.  
 24th do.—Canada; Portsmouth.  
 25th do.—Limerick.  
 26th do.—Bengal; Chatham.  
 27th do.—Cape of G. Hope, Chatham.  
 28th do.—N. S. Wales; Chatham.  
 29th do.—Mauritius, ord. home; Devonport.  
 30th do.—Bermuda; Hull.  
 31st do.—Bengal; Chatham.  
 32nd do.—Canada, Plymouth.  
 33rd do.—Gibraltar; Barr.  
 34th do.—America; Cashel.  
 35th do.—Mauritius; Omagh.  
 36th do.—W. Indies; Plymouth.  
 37th do.—Jamaica; Plymouth.  
 38th do.—Newry.  
 39th Foot—Madras; Chatham.  
 40th do.—Bombay; Chatham.  
 41st do.—Madras; Chatham.  
 42nd do.—Glasgow.  
 43rd do.—America; Plymouth.  
 44th do.—Bengal; Chatham.  
 45th do.—Madras; Chatham.  
 46th do.—Dublin, ord. for Gibraltar.  
 47th do.—Malta; Portsmouth.  
 48th do.—Manchester.  
 49th do.—Bengal; Chatham.  
 50th do.—New South Wales; Chatham.  
 51st do.—Chatham, for Van Diemen's Land.  
 52nd do.—Gibraltar, Carlisle.  
 53rd do.—Ionian Isles; Cork.  
 54th do.—Madras; Chatham.  
 55th do.—Madras; Chatham.  
 56th do.—Jamaica; Sunderland.  
 57th do.—Madras; Chatham.  
 58th do.—Ceylon, Youghal.  
 59th do.—Malta; Portsmouth.  
 60th do. [1st batt.]—Cork; Newcastle.  
 Do [2nd batt.]—Gibraltar, ord. for Malta; [Jersey].  
 61st do.—Ceylon; Fermoy.  
 62nd do.—Madras; Chatham.  
 63rd do.—Madras; Chatham.  
 64th do.—Jamaica; Dundee.  
 65th do.—W. Indies, ord. for America; Kinsale.  
 66th do.—Canada; Clonmel.  
 67th do.—W. Indies; Sheerness.  
 68th do.—Gibraltar, ord. for Jamaica; Cork.  
 69th do.—W. Indies; Chatham.  
 70th do.—Malta, ord. for W. Indies, Guernsey.  
 71st do.—Kilkenny.  
 72nd do.—Cape of Good Hope; Limerick.  
 73rd do.—Ionian Isles, Clare Castle.  
 74th do.—West Indies; Perth.  
 75th do.—Cape of Good Hope; Naas.  
 76th do.—W. Indies; Fort George.  
 77th do.—Dublin, ord. for Malta.  
 78th do.—Ceylon; Cork.  
 79th do.—Edinburgh.  
 80th do.—N. S. Wales; Chatham.  
 81st do.—Gibraltar; Naas.  
 82nd do.—Gibraltar; Cork.  
 83rd do.—America; Chester Castle.  
 84th do.—Jamaica, ord. home; Waterford.  
 85th do.—America; Tralee.  
 86th do.—Weedon.  
 87th do.—Mauritius; Nenagh.  
 88th do.—Portsmouth.  
 89th do.—West Indies; Portsmouth.  
 90th do.—Ceylon; Portsmouth.  
 91st do.—St. Helena; Paisley.  
 92nd do.—Malta, ord. for Ionian Isles; Armagh.  
 93rd do.—Belfast; ord. for Gibraltar.  
 94th do.—Birr.  
 95th do.—Dublin.  
 96th do.—Enniskillen.  
 97th do.—Stockport.  
 98th do.—Gosport.  
 99th do.—Mauritius, ord. home; Plymouth.  
 Rifle Brig [1st batt.]—Woolwich.  
 Do [2nd batt.]—Ion. Isles, ord. home; Dover.  
 Royal Staff Corps—Hythe.  
 1st West India Regiment—Trinidad, &c.  
 2nd do.—New Providence and Honduras.  
 Ceylon Rifle Regiment—Ceylon.  
 Cape Mounted Riflemen—Cape of Good Hope.  
 Royal African Colonial Corps—Sierra Leone.  
 Royal Newfoundland Veteran Comp.—Newfd.  
 Royal Malta Fencibles—Malta.

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1st JULY, 1837.

- Actæon, 26, Capt. Lord Edward Russell, South America.  
 Ætna, 6, sur. v. Capt. A.T. E. Vidal, Coast of Africa.  
 Alban, st. v., Lieut. E. B. Tmpling, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Andromache, 28, Capt. H. D. Chads, C.B. East Indies.  
 Asia, 84, Capt. W. Fisher, Mediterranean.  
 Astrea, 6, Capt. J. H. Plumridge, Falmouth.  
 Batham, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacon, 8, sur. v., Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Bellephore, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Belvidera, 42, Capt. C. B. Strong, West Indies.  
 Blazer, st. v., Lieut. J. M. Waugh, Plymouth.  
 Blonde, 46, Capt. F. Mason, C.B. South America.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Britannia, 120, Adm. P. C. H. Dargham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Buzzard, 3, Lieut. P. Campbell, Coast of Afri.  
 Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.  
 Cameleon, 10, Lieut. J. Bradley, Lisbon station.  
 Cannon, st. v., Lieut. E. E. Owen, West Indies.  
 Carysfort, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, Chatham.  
 Ceylon, 2, Lieut. ———, rec. ship, Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Charybdis, 3, Lieut. S. Mercer, Coast of Africa.  
 Childers, 16, Com. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Clo, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comet, st. v., Lieut. G. T. Gordon, par. ser.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Constance, st. v., Lieut. W. Arlett, Mediter.  
 Conway, 28, Capt. C. R. Drinkwater, E. Indies.  
 Cornwallis, 74, Vice-Adm. Hon. Sir G. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Cruiser, 16, Com. W. A. Willis, W. Indies.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.  
 Donegal, 78, Capt. F. Brace, Plymouth.  
 Dublin, 50, Vice Adm. Sir G. E. Hammond, Bart., K.C.B., Capt. R. Tait, S. America.  
 Echo, st. v., Lieut. W. James, West Indies.  
 Espon, 10, Lieut. C. W. Riley, Falmouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fan Rosamond, Lieut. W. B. Oliver, Coast of Africa.  
 Fanny, 10, sur. v. Capt. W. Hewett, North Sea.  
 Fusely, st. v., Lieut. J. Pearce, partic. serv.  
 Flamer, st. v., Lieut. J. M. Potbury, part. ser.  
 Fly, 18, Com. R. Elliott, South America.  
 Gannet, 16, Capt. W. G. H. Whish, West Indies.  
 Griffon, 3, Lieut. J. G. D'Urban, West Indies.  
 Harlequin, 16, Com. J. E. Erskine, Mediterran.  
 Harpy, 10, Lieut. Hon. G. R. A. Clements, W. Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.  
 Hazard, 16, Com. J. Wilkinson, Portsmouth.  
 Hercules, 74, Capt. M. F. F. Berkeley, Portsmouth.  
 Hermes, st. v. Lieut. W. S. Blount, Falmouth.  
 Hornet, 6, Lieut. F. R. Coghan, South America.  
 Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Pring, Lisbon sta.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Larne, 18, Com. J. P. Blake, Lisbon.  
 Leveret, 10, Lieut. C. I. Bosanquet, Coast of Africa.  
 Lightning, st. v., Lieut. Jas. Shambler, Falmouth.  
 Lynx, 3, Lieutenant H. V. Huntley, C. of Africa.  
 Madagascar, 46, Capt. Sir J. S. Peyton, K.C.H. West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jamai.  
 Magpie, 4, Lieut. T. S. Brock, Mediterranean.  
 Malabar, 74, Capt. Sir W. A. Montagu, C.B. K.C.H., Lisbon station.  
 Medea, st. v. Com. H. T. Austin, Mediter.  
 Melville, 74, Vice Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, N. America and W. Indies.  
 Meteor, st. v. Lieut. G. W. Smith, W. Indies.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.  
 Nautilus, 10, Lieut. W. Crooke, Medit.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Com. Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Mediter.  
 Pearl, 20, Com. Lord C. E. Paget, Lisbon sta.  
 Pelican, 16, Com. R. Popham, Coast of Africa.  
 Pelorus, 16, Com. T. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresley, C.B., Plymouth.  
 Phoenix, st. v., Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. A. G. Bulman, W. Indies.  
 Pincher, 5, Lieut. E. Bevan, West Indies.  
 Pique, 36, Capt. Hon. H. J. Rous, Portsmouth.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 Princess Charlotte, 104, Capt. A. Fanshawe, Portsmouth.  
 Pylades, 18, Com. W. L. Castle, Coast of Africa.  
 Racehorse, 18, Com. Sir J. E. Home, Bt. West Indies.  
 Racer, 16, Com. J. Hope, West Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 16, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Knmand, Mediter.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Rhadamanthus, st. v. Lieut. J. Duffill, Woolwich.  
 Ringdove, 16, Com. H. P. Nixon, Plymouth.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.  
 Rose, 18, Com. W. Barrow, East Indies.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beaclerk, G.C.B., G.C.H., Capt. J. Sykes, Plymouth.  
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H. Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Plymouth.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon station.  
 Salamander, st. v. Com. S. C. Dacies, Lisbon station.  
 Samarang, 28, Capt. W. Broughton, S. America.  
 San Josef, 110, Capt. J. Hancock, C.B., guard-ship, Plymouth.  
 Sapphire, 28, Capt. R. F. Rowley, Mediterran.  
 Sappho, 16, Com. T. Fraser, West Indies.

Saracen, 10, Lieut. H. W. Hill, Falmouth.  
 Satellite, 18, Com. I. Robb, West Indies.  
 Savage, 10, Lieut. Hon. E. R. Curzon, Lisbon station.  
 Scorpion, 10, Lieut. C. Gayton, Lisbon station.  
 Scout, 18, Com. R. Craigie, Coast of Africa.  
 Scylla, 16, Com. Hon. J. Denman, Lisbon sta.  
 Seaflower, 4, Lieut. J. Roche, Portsmouth.  
 Seringapatam, 46, Capt. J. Leith, Portsmouth.  
 Serpent, 16, Com. R. L. Warren, W. Indies.  
 Skipjack, 5, Lieut. J. J. Robinson, W. Indies.  
 Snake, 16, Com. A. Milne, West Indies.  
 Sparrow, 10, Lieut. R. Lowcay, Portsmouth.  
 Sparrowhawk, 16, Com. J. Shepherd, South America.  
 Speedy, 8, Lieut. J. M. Mottley, Lisbon station.  
 Spider, 6, Lieut. J. O'Reilly (a) South America.  
 Spitfire, st. v. 6, Lieut. A. Kennedy, particular service.  
 Stag, 46, Capt. T. B. Sullivan, C.B., S. America.  
 Starling, sur. v., Lieut. H. Kellett, S. America.  
 Sulphur, sur. v., Com. E. Belcher, S. America.  
 Talavera, 74, Capt. W. B. Mends, Lisbon sta.  
 Talbot, 28, Capt. F. W. Pennell, Plymouth.  
 Temeraire, 104, Capt. T. F. Kennedy, guard-ship, Sheerness.  
 Terror, bomb, Capt. G. Back, part. service.

Thalia, 46, Rear-Admiral Sir P. Campbell, K.C.B.; Capt. R. Wauchope, Cape of Good Hope and Coast of Africa.  
 Tribune, 24, Capt. J. Tomkinson, Mediter.  
 Trinculo, 16, Com. H. E. Coffin, par ser.  
 Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.  
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B., Mediterranean.  
 Vestal, 26, Capt. W. Jones, West Indies.  
 Victor, 16, Com. R. Crozier, East Indies.  
 Victory, 104, Capt. T. Searle, C.B., guard-ship, Portsmouth.  
 Viper, 6, Lieut. W. Winniett, Coast of Africa.  
 Volage, 28, Capt. P. Richards, Mediter.  
 Volcano, st. v., Lieut. W. M. Ilwaine, Falmouth.  
 Wanderer, 16, Com. T. Bushby, West Indies.  
 Water Witch, 10, Lieut. W. Dickey, C of Africa.  
 Wellesley, 74, Capt. T. Maitland, Plymouth.  
 William and Mary, yacht, Capt. Sir J. Louis, Bart., Woolwich.  
 Winchester, 52, Vice-Admiral the Hon. Sir T. B. Capel, K.C.B., Captain E. Spaulshott K. H., East Indies.  
 Wizard, 10, Lieut. E. L. Harvey, S. America.  
 Wolf, 18, Com. E. Stanley, East Indies.  
 Wolverine, 16, Com. Hon. E. Howard, Plymouth.  
 Zebra, 16, Capt. R. C. M. Crea, East Indies.

## SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.  
 Briseis, Lieut. John Downey.  
 Delight, Lieut. J. Moore (b)  
 Express, Lieut. W. G. Croke.  
 Goldfinch, Lieut. Edw. Collier.  
 Hope, Lieut. W. L. Rees.  
 Lapwing, Lieut. G. B. Forster.  
 Linnet, Lieut. W. Downey.  
 Lya, Lieut. W. Forrester.  
 Magnet, Lieut. S. Griffith.  
 Mutine, Lieut. Richard Pawle.  
 Nightingale, Lieut. G. Fortescue.

Opossum, Lieut. Robt. Peter.  
 Pandora, Lieut. R. W. Innes.  
 Pigeon, Lieut. W. Luce.  
 Ranger, Lieut. J. H. Turner.  
 Reindeer, Lieut. H. P. Dicken.  
 Seagull, Lieut. J. Parsons.  
 Sheldrake, Lieut. A. R. L. Passingham.  
 Skylark, Lieut. C. P. Ladd.  
 Spey, Lieut. Rob. B. James.  
 Star, Lieut. C. Smith.  
 Swift, Lieut. D. Welch.  
 Tyrian, Lieut. Ed. Jennings.

## PROMOTIONS AND APPOINTMENTS.

## NAVY.

## PROMOTIONS.

## TO BE CAPTAIN.

Richard Meredith.

## TO BE LIEUTENANTS.

George Harper.  
 John Ramsay.  
 Robert L. Atkinson.  
 William Barrie.

## APPOINTMENTS.

Rear-Admiral Sir Edward Brace, K.C.B., to be Commander-in-Chief on the Lisbon station.

Rear Admiral Sir Frederick Lewis Maitland, K.C.B., to be Commander-in-Chief in the East Indies.

## CAPTAINS.

F. Brace ..... Donegal.  
 T. Maitland ..... Wellesley.

## COMMANDERS.

R. S. Triscott ..... Coast Guard.  
 F. Bullock ..... Boxer.  
 J. Kingcombe ..... Wellesley.  
 S. P. Pritchard ..... Donegal.

## LIEUTENANTS.

W. Hoseason .. (sup.) Royal Sovereign Yt.  
 J. Coleman (a) ..... Coast Guard.  
 W. T. Stietzel ..... Do.

F. Servante ..... Coast Guard.  
 J. H. R. Wilson ..... Do.  
 J. Markett ..... Magnificent.  
 J. Cheere ..... Bellerophon.  
 W. G. Maude (b) ..... Wolverine.  
 C. Jackson ..... Do.  
 J. V. Baker ..... Donegal.  
 J. A. Mends ..... Do.  
 T. F. Buch ..... to com. Lynx.  
 R. Phillips ..... Sparrow hawk.

## MASTER.

J. Sprent ..... Wellesley.

## SURGEONS.

M. McEnally ..... Romney.  
 J. Stevenson ..... Hazard.

## ASSIST. SURGEONS.

S. Donally ..... Hazard.  
 T. Somerville ..... Ringdove.  
 J. Vaughan ..... Laine.  
 T. Thompson ..... Britannia.  
 W. Brown, M.D. ..... Haslar Hospital.  
 F. J. Chapple ..... Fairy.  
 E. H. Cree ..... Royal Adelaide.  
 A. Kilroy ..... Wellesley.  
 R. D. Pritchard ..... Do.

## PURSER.

T. Kerrigan ..... Alligator.

## ROYAL MARINES.

First-Lieut. R. W. Pascoe to be Capt., vice Payne, dec.

Second-Lieut. J. H. Gascoyne to be First-Lieut., vice Pascoe.

First-Lieut. R. S. Tincklar to be Capt., vice Whiting, dec.

Second-Lieut. A. Whiting to be First Lieut., vice Tincklar.

## ARMY.

DOWNING-STREET, May 30.

The King has been graciously pleased to nominate and appoint Lieut General the Right Hon. Sir Richard Hussey Vivian, Bart., Knight Commander of the Most Honourable Military Order of the Bath, to be a Knight Grand Cross of the said Order, in the room of Sir Alexander Hope, dec.

WAR OFFICE, June 2.

7th Dragoon Guards—Lieut. John Greene, from 3d Light Dragoons, to be Lieut., vice Lucas, who exch.

3d Light Dragoons—Capt. John Tritton, from 11th Light Dragoons, to be Capt., vice Downes, who exch.; Lieut. Charles Augustus Lucas, from 7th Dragoon Guards, to be Lieut., vice Greene, who exch.

7th Light Dragoons—Capt. Gervase Parker Bushe, from h.p. Unatt., to be Capt., vice Brevet Major Chas. Crespigny Vivian, who exch., receiving the diff.

11th Light Dragoons—Capt. Wm. James Downes, from 3d Light Dragoons, to be Capt., vice Tritton, who exch.

1st or Grenadier Foot Guards—Ensign and Lieut. Henry Cartwright to be Lieut. and Capt. by purch., vice Lord Lorraine, who retires; Hon. Richard Cornwallis Neville to be Ensign and Lieut. by purch., vice Cartwright.

14th Foot—Lieut.-Gen. James Watson, from the 86th Foot, to be Col., vice Gen. Hon. Sir Alex. Hope, G.C.B., dec.

26th—Lieut. Richard H. Strong to be Paym., vice James Rogers, who retires upon h.p.

47th—Lieut. Ferdinand William Arkwright, from 89th Foot, to be Lieut., vice Kaye, app. Adj., William Armstrong, Gent., to be Ensign by purch., vice Arkwright, prom. in the 89th Foot, Lieut. Henry Lister Lister Raye to be Adj., vice Devereil, prom.

54th—Ensign Henry Honeywood, from 28th Foot, to be Ensign, vice Mostyn, who exch.

73d—Lieut. S. Grayson, from h.p. 32nd Foot, to be Lieut., vice Nicholls, prom.

86th—Lieut.-Gen. Sir Arthur Brooke, K.C.B., to be Col., vice Lieut.-Gen. Watson, app. to the command of the 14th Foot.

88th—Ensign Thos. Mostyn, from 54th Foot, to be Ensign, vice Honeywood, who exch.

89th—Ensign Ferdinand William Arkwright, from 47th Foot, to be Lieut. by purch., vice Macdonald, who retires; Lieut. George Hughes Messiter, from 2nd W. India Regt., to be Lieut., vice Arkwright, app. to 47th Foot.

Rifle Brigade—Serj.-Major Robt. Trafford to be Quartermaster, vice Rob. Fairfoot, who retires upon h.p.

Brevet—The undermentioned officers, employed on a particular service in Persia, to have local rank in that country, while so employed:—

To be Lieut.-Colonels—Capt. Justin Sheil, 31st Bengal Native Infantry; Capt. Chas. Stoddart, on h.p. Royal Staff Corps; Capt. Rich. Wilbraham, on h.p. Unatt.

To be Majors—Lieut. G. P. Cameron, 40th Madras Native Infantry; Lieut. Geo. Woodfall, 45th Madras Native Infantry; Lieut. Francis Farrant, 3d Bombay Light Cavalry; First-Lieut. Elliott D. Todd, Beng. Artillery; Lieut.

A. C. Rawlinson, 1st Bombay Gren. N. I.; Second-Lieut. John Laughten, Bengal Eng.

GARRISON.

Chelsea Hospital—Lieut.-General Sir Geo. T. Walker Bart. and G.C.B., to be Lieut.-Gov., vice Gen. Hon. Sir Alex. Hope, dec.

Mem.—His Majesty has been graciously pleased to permit the 48th Regiment to inscribe on its colours and appointments, in addition to any other badges or devices heretofore granted, the word "Douro," in commemoration of the distinguished conduct of the late 2nd battalion of the regiment at the passage of the Douro, on the 12th of May, 1809.

DOWNING-STREET, June 2.

The King has been pleased to appoint Major-General W. Johnston, to be Knight Commander of the Bath, in the room of Lieut. General the Right Hon. Sir R. Vivian, Bart.

WHITEHALL, June 5.

The King has been pleased to direct letters patent to be passed under the Great Seal, conferring the honour of Knighthood upon Simon Heward, Esq., Chief of the Medical Staff during the whole of the Burmese War.

First Somerset Regiment of Militia—C. P. Garneck, the Younger, Gent., to be Lieut.

Mellord Troop of Yeomanry Cavalry—John Thomas Ord, Gent., to be Lieut.; Robert Pocklington, Gent., to be Cornet.

WAR OFFICE, June 9.

2nd Foot—Capt. Thomas Hart Davies, from the h.p. Unatt., to be Capt., vice Christopher Francis Holmes, who exch., receiving the diff.

6th—Lieut. W. H. Middleton Ogilvie, from the 46th Foot, to be Lieut., vice Atkins, who exch.

7th—Lieut. Walter Murray, from 20th Foot, to be Lieut., vice Henry Alexander Graham, who retires upon h.p. of 20th Foot.

46th—Lieut. George Martin Atkins, from 6th Foot, to be Lieut., vice Ogilvie, who exch.; Assist.-Surg. A. Henry Cowan, from 48th Foot, to be Assist.-Surg.

48th—Assist. Surg. John Mitchell, M.D., from 86th Foot, to be Assist. Surg., vice Cowan, app. to the 46th Foot.

62nd—Major John Garcock, from h.p. Unatt., to be Major, vice Cramer, prom.

87th—Staff-Assist.-Surg. Robert Allen to be Assist.-Surg., vice James Walsh, who retires upon h.p.

95th—Capt. Richard Treeve, from h.p. of 23rd Foot, to be Capt., vice Drewe, prom.; Capt. Joseph Robert Rames, late of 77th Foot, to be Capt. (repaying the value of his Company, which he received in August, 1836), vice Treeve, who retires.

Unattached—Major Henry Cramer, from 62nd Foot, to be Lieut.-Col. without purch.; Capt. Edw. W. Drewe, from 95th Foot, to be Major without purch.; Lieut. Chas. M'Pherson, from 67th Foot, to be Capt. without purch.

Hospital Staff—Dep.-Insp.-Gen. of Hospitals Donald Macleod, M.D., to be Insp. General of Hospitals, vice James Forbes, M.D., who retires; Dep.-Insp.-Gen. James Arthur, M.D.,



from h.p., to be Dep.-Insp. Gen. of Hospitals, vice Doctor Macleod; John Grant, Gent., to be Assist.-Surg. to the Forces, vice Allen, app. to 87th Foot.

Mem.—Joseph Robert Raines, late a Capt. in 77th Foot, has been reinstated in his rank in the Army.

#### OFFICE OF ORDNANCE, June 13.

Royal Regiment of Artillery—First Lieut. James Smith Cremer, to be Second Capt., vice Luke, dec.; Second-Lieut. W. Freeman, to be First-Lieut., vice Cremer.

#### WAR OFFICE, June 16.

2nd Foot—Lieut. Thoma. Sealy to be Capt. by purch., vice Davys, who retires, Ensign George Sproule Moodie to be Lieut. by purch., vice Sealy, Ensign William Henry More Simmons, from 76th Foot, to be Ens., vice Moodie.

12th—Lieut. Edward Hely Hutchinson, from h.p. Unatt., to be Lieut., vice White, prom.

19th—Capt. Charles Craufurd Hay to be Major by purch., vice Campbell, who retires; Lieut. Robert Lovelace to be Capt. by purch., vice Hay; Ens. Francis Seymour to be Lieut. by purch., vice Lovelace, Frederick Augustus Joffeys, Gent., to be Ensign by purch., vice Seymour.

26th—Major Charles Cyril Taylor to be Lieut.-Col. by purch., vice Green, who retires; Capt. Chas. John Deshon to be Major by purch., vice Taylor, Lieut. Fred. Horn to be Capt. by purch., vice Deshon.

22nd—Lieut. John Chalmers to be Adjutant, vice Conway, prom.

25th—Capt. Rich. Jenkins, from h.p. Unatt., to be Capt., vice W. Hemmings, who exch., rec. the diff.

11st—Ensign Thos. Jones to be Lieut. by purch., vice Jenkins, prom., Robert Pratt, Gent., to be Ensign by purch., vice Jones.

54th—Brevet Lieut. Col. Rich. Hart, from h.p. of 2nd Garrison Batt., to be Capt., vice Walsh, prom., Lieut. John Reid Turner to be Capt. by purch., vice Hart, who retires, Ensign G. Fred. Long to be Lieut. by purch., vice Turner.

61st—Thos. Wright Hudson, Gent., to be Ensign by purch., vice Burnester, who retires.

62nd—Capt. Hon. George Upton to be Major by purch., vice Garvock, who retires, Lieut. Henry Robert Moore to be Capt. by purch., vice Upton; Ensign Thomas Knox Scott to be Lieut. by purch., vice Moore, John Francis Egar, Gent., to be Ensign by purch., vice Scott.

64th—Lieut. Charles Norris to be Adjutant, vice Kirkwood, who resigns the Adjutancy only.

73rd—Ensign William B. J. O'Connell to be Lieut. by purch., vice Grayson, who retires; Robert Parker Campbell, Gent., to be Ensign by purch., vice O'Connell.

76th—Douglas John Dickinson, Gent., to be Ensign by purch., vice Simmons, app. to 2nd Foot.

1st West India Regiment—Serj.-Major Chas. Phillips, from 80th Foot, to be Ensign without purch., vice Semminger, dec.

Unattached—Lieut. Samuel White, from 12th Foot, to be Capt. without purch., Lieut. Richard Jenkins, from 41st Foot, to be Capt. by purch.

Memorandum—Capt. Alexander M'Millan, h.p. of the Glengarry Fencibles, has been per-

mitted to retire from the Service by the sale of his commission, he being a settler in Upper Canada.

#### WAR OFFICE, June 23.

1st Regiment of Life Guards—Capt. J. C. S. Doyle, from the h.p. Unatt., to be Capt., vice Brevet-Major the Hon. A. C. Legge, who exch.; Lieut. Hon. J. W. B. Macdonald to be Capt. by purch., vice Foyle, who retires, Cornet and Sub-Lieut. Lord T. C. P. Clinton to be Lieut. by purch., vice Macdonald; W. Wells, Gent., to be Cornet and Sub-Lieut. by purch., vice Lord T. C. P. Clinton, prom.

4th Light Dragoons—Lieut. F. F. Janvyn, from the 20th Regt. of Foot, to be Lieut., vice Perse, who exch.

6th Dragoons—Lieut. T. Mosley, from the 23rd Foot, to be Lieut., vice Ferguson, who exch.

4th Foot—Lieut. T. Faunce to be Capt. by purch., vice Lonsdale, who retires; Ensign J. H. H. Ruxton to be Lieut. by purch., vice Faunce, J. Palmer, Gent., to be Ensign by purch., vice Ruxton.

8th—Lieut. H. W. Roper to be Capt. by purch., vice Cockran, who retires.

20th—Lieut. W. Perse, from the 4th Light Dragoons, to be Lieut., vice Janvyn, who exch.; Ensign E. Hill to be Lieut. by purch., vice Horn, prom.; C. Green, Gent., to be Ensign by purch., vice Hill.

23rd—Lieut. G. Ferguson, from the 6th Dragoons, to be Lieut., vice Mosley, who exch.

27th—Lieut. A. Smith, from the h.p. of the 17th Foot, to be Lieut., vice Roberts, app. Paymaster of the 59th Foot.

28th—Ensign Hallam D'Arcy Kyle to be Lieut. by purch., vice Trippand, who retires; Gent. Cadet Edward Missenden Love, from the R. M. C., to be Ensign by purch., vice Kyle.

49th—Serjeant Major Mayne, from the 63d Regt. of Foot, to be Quartermaster, vice Brew, who retires upon h.p.

54th—Ensign E. Honeywood, from the 88th Foot, to be Ensign, vice Long, prom.

59th—Lieut. C. Roberts, from the 27th Foot, to be Paymaster, vice Grant, dec.

61st—Staff Assist.-Surg. J. C. Cameron, M.D., to be Assist.-Surg., vice M'Dermott, app. to the Staff.

71st—J. A. Madigan, Gent., to be Ensign without purch., vice Levinge, dec.

88th—G. F. Stuart, Gent., to be Ensign by purch., vice Honeywood, app. to the 54th Regt. of Foot.

99th—Lieut. G. G. Canby to be Capt. by purch., vice Barclay, who retires, Ensign C. H. Rooke to be Lieut. by purch., vice Canby, S. C. Price, Gent., to be Ensign by purch., vice Rooke.

Rifle Brigade—Second-Lieut. R. L. Watson to be First-Lieut. by purch., vice Coventry, who retires; A. Macdonald, Gent., to be Second-Lieut. by purch., vice Watson.

Hospital Staff—Assist. Surg. M. M'Dermott, from the 61st Regt. of Foot, to be Assist.-Surg. to the Forces, vice Cameron, app. to the 61st Regt. of Foot.

Memorandum—The exchange between Ens. Mostyn, of the 5th Regt. of Foot, and Ens. Honeywood, of the 88th Foot, as stated in the Gazette of the 2nd inst., has not taken place.

Forfar and Kincardineshire Regt. of Militia—David Gardner Souter, Gent., to be Ensign.

## BIRTHS, MARRIAGES, AND DEATHS.

## BIRTHS.

May 27, at Stonehouse, the Lady of Capt. Ellis, R.M., of a son.

May 29, at Woodside, Plymouth, the Lady of Capt. R. Dickenson, R.N., C.B., of a son.

May 31, at Bath, the Lady of Lieut.-Col. Boyer, C.B., of a son.

At Ballinrobe, Mayo, the Lady of Major Priestly, K.H., late 25th Regt., of a daughter.

At Newry, the Lady of Major Waring, of a daughter.

At Richmond, the Lady of Capt. Sir Henry L. Baker, Bart., R.N., of a daughter.

The Lady of Capt. Poyntz, 30th Regt., of a son.

At Chichester, the Lady of Major G. G. Nicolls 90th Light Infantry, of a daughter.

June 14, at Portsdown Hill, the Lady of Lieut. J. Long, R.N., of a son.

June 19, the Lady of Capt. Nugent, Grenadier Guards, of a son.

June 20, at Harrogate, the Lady of Capt. Boss, R.N., of a daughter.

## MARRIAGES.

May 23, at Winstan, Hants, Lieut. Edw. C. D. Hilliard, 10th Hussars, to Mary Anne, only daughter of the late James Edge, Esq.

At Throwley, Kent, Capt. Bridges, R.A., to Jemima Margaret, daughter and heiress of the late John Smith, Esq. of Throwley.

June 8, at East Wellow, Hants, Capt. George Evans, R.N., of Wilton crescent, Belgrave-square, to Mary, youngest daughter of Vice-Admiral Giffard.

At Salisbury, Capt. W. O. Colt, late 34th Regt., to Jane, second daughter of the late Daniel Eyre, Esq. of the Close.

June 10, at Edinburgh, Major Arthur Main, 62nd Regt., to Elizabeth Harriet, youngest daughter of the late H. Siddons, Esq.

At Dublin, Lieut. Wm. Neville Custance, 95th Regt., to Jane Bland, daughter of Lieut.-Col. Campbell, 95th Regt., K.H.

At Old Connell, Kildare, Capt. the Hon. B. Wodehouse, 8th Hussars, to Fanny, only daughter of A. Holmes, Esq., Curragh, Kildare.

## DEATHS.

It is our melancholy duty to record the demise of His Most GRACIOUS MAJESTY KING WILLIAM THE FOURTH. This deeply-deplored event took place on Tuesday morning, the 20th of June, at twelve minutes past two o'clock.

Drowned, on his passage to Jamaica, Lieut. Walter Lay, 8th or King's Regt. This young and promising officer lost his life by plunging overboard with his clothes on, whilst the vessel was passing rapidly through the water, in the hope of saving a sailor who had accidentally fallen into the sea. Both unhappily perished ere a boat could reach them.

Capt. Wm. Lax, 34th Regt.

Lieut. Green 37th Regt.

Lieut. Gardiner, 69th Regt.

Colonel James Phillips, Governor of Fishguard.

At Chatham, Capt. Whiting, R.M.

Capt. Baumgartin, h.p. R.M.

Colonel James Cassidy, late Inspecting Field-officer Rec District.

May 19, at Kempstone Lodge, Norfolk, Lieut. Gen. the Hon. Wm. Fitzroy.

May 20, at Gibraltar, Lieut. D. F. Campbell, R.N.

Lieut.-Col. Mason, h.p. 102nd Regt.

Lieut. Col. Coghlan, late 3rd R.V.B.

Lieut.-Col. Goulburn, h.p. 104th Regt.

Major C. F. Burton, late R.M.

Major M'Laren, late 6th R.V.B.

Major P. Stewart, late 9th R.V.B.

Major De Bersy, h.p. Watteville's Regt.

May 22, at Bury St. Edmunds, Capt. S. J. Payne, R.M., aged fifty-one years. He entered the Service in 1803; was in the memorable action of Trafalgar, where he had the honour of commanding the Royal Marines of H.M.S. *Termerane* during the whole of the action (the Captain of Marines being the first man wounded and taken below), and at the close of the action, after boarding the enemy's ship the *Fogoux*, he was severely wounded in the face and both hands. He also commanded the detachment of Royal Marines on board H.M.S. *Amethyst*, in

the action with the French frigate *La Thetis* (now the *Brune*), on the 10th of November, 1808, on which occasion his name was handsomely mentioned in the *Gazette* of the 19th of the same month. In that action he received a musket ball in his left knee, a splinter in his right thigh, a contused wound on his left thigh, and legs, face, and hands, burnt and wounded with splinters, and a very severe wound on the stomach. Being incapacitated from active service, he was appointed to a Staff appointment by Lord Mulgrave, and received a pension from Government, and from that time he enjoyed the confidence and friendship of the late Sir Michael Seymour. He obtained his Company in 1826; and, in 1828, went out to Ascension as second in command, and by his exertions the agricultural improvements of the island were brought to their present state. The establishment was reduced in 1835, when Captain Payne returned to England. He was ordered recruiting in October, 1836, to Bury St. Edmunds. His constitution being shattered by the severe wounds he had received in action, together with the sudden change of climate, brought on a pulmonary complaint, which proved fatal—depriving the Service of an able, intelligent, and brave officer. Few men were more deservedly respected in their profession. Captain Payne has left a large family.

Capt. Seate, h.p. 95th Regt.

Capt. Borthwick, Unatt.

Lieut. Skene, h.p. R.E.

Lieut. Rynd, h.p. 21st Regt.

Lieut. Wild, h.p. 48th Regt.

Lieut. Virgo, h.p. 3rd Ceylon Regt.

At Greenwich, Lieut. R. Dixon, R.N.

May 31, at Noyadd, Trefan, County of Cardigan, Rear-Admiral W. H. W. Parry, C.B., in the seventy-first year of his age.

June 1, at Woolwich, Capt. Geo. Rivers Lake, R. A.

June 1, at Jersey, Lieut. W. Hains, R. N.

June 3, at Castle Connell, County Limerick, Lieut. Thomas Lewis, late 48th Regt.

At Swansea, Capt. J. Crooks, late 9th R. V. B., aged 78.

At Rochester, Lieut.-Col. F. Cole, R. M., aged 59.

At Greinsey, Capt. J. C. Barton, late 87th Regt.

June 13, at Horndean, Com. Edw. Seymour, R. N., son of the late Rear-Admiral Sir M. Seymour.

June 16, Lieut.-Colonel Bailie, R. M., Commandant of the Depot at Pembroke.

June 17, Ralph Green, Esq., Inspector-Gen. of Hospitals, in the 70th year of his age.

At Bishopwearmouth, Capt. Hew Stuart, R. N.

In Dublin, Lieut.-Col. Cayley, Unatt., one of the Commissioners of the Dublin Police.

At Kilmainham Hospital, Ensign E. Dressing, late 10th R. V. B.

At Howdon, Lieut. Joseph Ducker, h.p. 60th Regt.

At Kilkenny, Ensign Charles Vere Levenge, 71st Regt.

At Laugholm, Capt. J. Bothwick, late 12th Regt.

In our last we recorded the premature death of a very promising young officer, Lieut. Wright of the Royal Engineers, son of Major-General Wright of that corps, lately commanding in

Scotland. Lieut. Wright was buried at Woolwich, with military honours, on 15th May. He was in the twenty fifth year of his age; and entered on the military profession with the fairest prospect of obtaining a more than ordinary reputation in the scientific corps to which he belonged. Having served about five years at Gibraltar, with the character of superior professional talent, and of private moral worth, which had secured to him the approbation and regard of all who knew him, he recently returned to Woolwich in the full bloom of health and vigour of manhood—happy in receiving the joyful welcome of an affectionate family, and gratified by the cordial esteem of a numerous military acquaintance. But, to the profound grief of his relatives, and the deep regret of his friends, a sudden inflammatory illness, which baffled the resources of medical skill, deprived the corps of a talented officer, his family of an affectionate son and brother, and his friends of an esteemed companion. The testimony given to the worth of this lamented young officer, on the occasion of his funeral, was far beyond the usual demonstration, for on no similar occasion since the death of the late General Sir George Fisher, a few years since, had been witnessed so extended a procession, which embraced officers of high rank, both of the military and naval service, and many private gentlemen. Lieut. Wright descended through a long line of honourable ancestry in the military profession, many of whom closed their career of the field of battle.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT REDFORD.

| MAY,<br>1837. | Six's Thermometer |                   | At 3 P. M.       |                    |                  | Pluvia-<br>meter<br>Inches | Evapora-<br>tor<br>Inches | Winds at 3 P. M.             |
|---------------|-------------------|-------------------|------------------|--------------------|------------------|----------------------------|---------------------------|------------------------------|
|               | Maxim.<br>Degrees | Minim.<br>Degrees | Barom.<br>Inches | Thermo-<br>Degrees | Hygrom.<br>Parts |                            |                           |                              |
| 1             | 56.6              | 47.4              | 29.74            | 56.6               | 572              | —                          | .100                      | S S W violent gale.          |
| 2             | 57.5              | 48.2              | 29.95            | 57.5               | 571              | —                          | .096                      | W light airs, fine day.      |
| 3             | 58.5              | 49.7              | 29.74            | 57.8               | 520              | —                          | .100                      | N. E. fresh breeze           |
| 4             | 57.8              | 49.0              | 29.91            | 56.0               | 510              | —                          | .100                      | W calm, very fine            |
| 5             | 56.6              | 47.4              | 30.06            | 55.8               | 470              | —                          | .101                      | W N W light airs, fine.      |
| 6             | 55.8              | 45.7              | 30.17            | 55.2               | 482              | —                          | .121                      | N N E. nearly calm.          |
| 7             | 55.3              | 45.8              | 30.04            | 54.4               | 472              | —                          | .110                      | W light airs, cloudy.        |
| 8             | 54.6              | 48.3              | 29.82            | 51.0               | 506              | .135                       | .135                      | S W. calm, rainy day         |
| 9             | 51.9              | 46.7              | 29.56            | 50.0               | 496              | .107                       | .076                      | N E squally, snow show       |
| 10            | 51.2              | 42.0              | 29.73            | 48.5               | 501              | .202                       | .066                      | N hard squalls, ind sht      |
| 11            | 49.5              | 41.7              | 30.02            | 49.5               | 501              | —                          | .070                      | W N. W. light airs, var.     |
| 12            | 50.8              | 45.0              | 29.82            | 50.3               | 519              | .165                       | .072                      | W nearly calm, shower.       |
| 13            | 53.4              | 47.0              | 29.60            | 52.9               | 569              | .390                       | .090                      | N W. calm, variable.         |
| 14            | 51.7              | 44.8              | 29.93            | 52.1               | 557              | .496                       | .074                      | N E. light airs, h thun      |
| 15            | 51.7              | 41.8              | 30.16            | 53.3               | 514              | —                          | .080                      | N. fi. br. threatening.      |
| 16            | 59.6              | 46.8              | 30.33            | 58.0               | 463              | —                          | .080                      | N N E. lt. br. very fine.    |
| 17            | 59.8              | 46.8              | 30.21            | 59.0               | 504              | —                          | .074                      | W light br magnificent.      |
| 18            | 59.9              | 52.2              | 30.21            | 55.0               | 470              | —                          | .080                      | N N. W. str br. cloudy       |
| 19            | 55.0              | 49.2              | 30.07            | 52.3               | 486              | —                          | .064                      | N. by E. fresh breeze.       |
| 20            | 55.8              | 46.5              | 29.96            | 50.5               | 502              | —                          | .062                      | N. by E. fresh breeze.       |
| 21            | 50.5              | 46.8              | 29.81            | 49.3               | 520              | .196                       | .070                      | N nearly calm, cloudy.       |
| 22            | 49.7              | 42.0              | 29.85            | 48.8               | 506              | —                          | .064                      | N. by W. stiff gale, hail    |
| 23            | 51.2              | 42.3              | 30.00            | 51.2               | 517              | —                          | .080                      | N. E. light airs, hazy.      |
| 24            | 52.5              | 42.4              | 29.92            | 52.5               | 500              | —                          | .100                      | S W. gentle breeze           |
| 25            | 60.6              | 52.0              | 29.90            | 60.0               | 500              | —                          | .140                      | S. W. steady br, cloudy      |
| 26            | 62.9              | 47.7              | 30.02            | 62.8               | 395              | —                          | .100                      | S. W. light airs, fine.      |
| 27            | 62.2              | 53.2              | 30.04            | 62.0               | 316              | —                          | .129                      | E. to S. E. light airs, fine |
| 28            | 63.7              | 57.0              | 30.00            | 62.5               | 389              | .072                       | .115                      | S. S. W. light breeze.       |
| 29            | 61.5              | 58.8              | 30.20            | 61.5               | 380              | —                          | .125                      | W. S. W. steady br., fine    |
| 30            | 61.2              | 58.5              | 30.34            | 60.0               | 386              | .326                       | .130                      | N W st. br, hail, thun       |
| 31            | 58.8              | 53.2              | 30.21            | 58.8               | 442              | .062                       | .146                      | W. to N W. fi. br, cldy      |



## A BIOGRAPHICAL SKETCH OF CAPTAIN DAMPIER.

## No. II.

• On the 17th of April, 1681, Dampier and his hardy companions quitted the ship with the launch and a couple of canoes, one of which had been sawn in half, and was now patched up again for the occasion. The party consisted of forty-four white men, two Moskito Indians, and a Spanish Indian, all well armed; and they had five black slaves taken in the South Seas, who fell to their share. With respect to provisions, they had about a quarter of a hundredweight of chocolate rubbed up with sugar, and as much flour as they could conveniently stow away. All things being prepared, in order to deter the weak or inactive from engaging in so perilous an enterprise, they now entered into a mutual compact, that, if any man faltered on the journey, he should be shot by his comrades, as but one man falling into the hands of the enraged enemy must betray the others to certain destruction.

As they approached the Isthmus, the Buccaneers discovered that the Spaniards were on the look-out for them, having three men-of-war cruising off the coast, and some hundreds of soldiers posted at different stations along shore. Though several times in extreme danger, they continued to elude their implacable foes, and land in safety at the mouth of a river in the bay of St. Michael, where, taking out all their effects, they sunk the boats, that no traces might be seen of them. On the 1st of May they began their march over a country difficult from pathless forests, torrents, rivers, and rude mountains, and directed themselves to the north-east by pocket compasses. On the evening of the second day, when they had already become fatigued and dispirited, they fell in with an Indian, who, for the reward of a hatchet, conducted them to a native capable of putting them into the proper course. When, however, they had arrived at his dwelling, and explained their wishes, he behaved with a sullenness which the impatient Buccaneers could scarcely brook—"though this," says Dampier, "was neither a time nor a place to be angry with the Indians, all our lives lying at their hands." The moment was critical. They used every endeavour, and had recourse to every means which they thought likely to propitiate his good-will, but he continued obdurate, and replied in angry tones. It was not their policy to irritate or injure him, and yet it was absolutely necessary to secure him as their guide, either by threats or bribes. Neither the temptation of axes, dollars, beads, nor knives, would operate upon the churlish Darien, and they began to suspect that he was desirous of handing them over to the Spaniards, when one of the seamen, pulling out a sky-coloured petticoat from his bag, threw it over the lady of the house, who was so exceedingly delighted with the gift, that "she immediately began to chatter to her husband," and soon wheedled him into a better humour; and he now not only gave them information, but provided them with a conductor.

Thus reinforced under the powerful influence of petticoat interest, the hardy adventurers resumed their journey. During the greater part of the route, the rain fell in torrents, and, by swelling the streams, frequently compelled them to stop, on which occasions they took the

opportunity of drying their clothes, arms, and ammunition. At first they were still too near the Spanish garrisons and guard-ships to mind the weather, or to dally by the way; but rain, thunder, lightning, hunger, and the fatigue of crossing rivers twenty or thirty times a-day, soon expelled all thoughts of the enemy, who were, besides, not very likely to follow them into these intricate solitudes.

At one of the halts thus made, Dampier relates that "the chyrurgeon, Mr. Wafer, came to a sad disaster here: being drying his powder, a careless fellow passed by with his pipe lighted, and set fire to his powder, which blew up and scorched his knee, and reduced him to that condition, that he was not able to march; wherefore we allowed him a slave to carry his things, being all of us the more concerned at this accident, because liable ourselves every moment to misfortune, and none to look after us but him." By this explosion the poor surgeon's leg was so much burnt, that, after dragging himself forward four or five days longer, he was under the necessity of remaining among the Dariens, together with four others who had become exhausted by the severity of the march. Among these was one Richard Jopson, who was, according to Wafer, "an ingenious man, and a good scholar; he had with him a Greek testament, which he frequently read, and would transcribe *extempore* into English to such of the company as were disposed to hear him." This fact, coupled with the number of literary seamen among these hap-hazard rangers, and the energy and skill of their nautical enterprises, ought to be well pondered upon by the self-sufficient march-of-mind men, who are ever vaunting their own intelligence.

On the twenty-third day of their daring expedition, the Buccaneers procured canoes to carry them down the river Conception to the seaside; and they soon after arrived at La Sound's Key, one of the Sumballas islands, a known resort of the Rovers. Here the weary wanderers embarked on board a French cruiser commanded by Captain Tristian, and, seduced by example, remained with him "on the account," there being no class of people more inconsiderate on such occasions than seamen—

"Mankind in herds, through force of Custom, stray.  
Mislead each other into Error's way;  
Pursue the road, forgetful of the end,  
Sin by mistake, and without thought offend."

Thus was completed one of the boldest undertakings ever ventured upon by so small a number of men; and it is pleasing to add, that they generously loaded their Indian guides with knives, scissars, hatchets, and toys, which they purchased for the purpose out of a privateer; "for we were resolved," says our author, "to reward them to their heart's content"—a piece of good faith, which had the happiest effects on the condition of the party left behind with Lionel Wafer. The exhaustion which resulted from the fatigue undergone by the travellers may be estimated by the fact, that, in crossing a river where the current ran very strong, George Gayny, who carried his fortune of 300 dollars on his back, was swept away and drowned; and, fond as his comrades were of lucre, on finding the corpse in a creek, with its lading, they would not burden themselves with the money, "being only in care how to work their way through this wild unknown country." Tiresome, indeed, must



have been the efforts of those poor fellows, with their famished stomachs, blistered feet, and "thighs stripped with wading through so many rivers." Yet, in the midst of all this labour, Dampier's mind supported his frame, and he still contrived to describe, *oculis fidelibus*, the material occurrences. On commencing this arduous journey, he displayed a happy forethought for the preservation of the narrative which he had written up to that period. "Foreseeing," he says, "a necessity of wading through rivers frequently in our land march, I took care, before I left my ship, to provide myself a large joint of bamboo, which I stopped at both ends, closing it with wax, so as to keep out any water. In this I preserved my journal and other writings from being wet, though I was often forced to swim." This precautionary care will recal the solicitude of Cæsar to preserve his Commentaries.

We must here notice a calumny which Master Bartholomew Sharp, in the vitiated taste which stimulates vulgar writers to boast of favour with the fair, has published against the women of Darien, and which is refuted by the direct and inferential evidence of men far more deserving of credit than himself. He asserts that "the inhabitants for the most part are very handsome, especially the female sex, who are also exceeding loving and free to the embraces of strangers."\* Of the inferential testimony, we may adduce the silence of Cox and Dampier, the latter of whom was too observant not to have noticed so remarkable a trait, had it existed,—although he excuses his brevity under the following plea:—"I might have given a further account of several things relating to this country, the inland parts of which are so little known to the Europeans. But I shall leave this province to Mr. Wafer, who made a longer abode in it than I, and is better able to do it than any man that I know, and is now preparing a particular description of this country for the press." Of direct evidence, the testimony of Basil Ringrose may be advanced, who says that the Darien women "are generally very free, airy, and brisk; yet, withall, very modest;" and Wafer's published narrative speaks highly of their kindness, purity, and cleanliness. In Dampier's manuscript journal is a long extract from the "Chyrurgeon's" papers, copied while the writers were messmates together, in which some of the description is couched in terms somewhat coarser than appears in the printed account; yet, so far from an insinuation against the sex, it expressly says of the Darien wife, that "after marriage it is death for any man that lyeth with her besides her husband." This curious and valuable excerpt occupies from page 27 to 56 inclusive, and is intituled "M. de la Wafer's Observations, which hee made when he was left behinde in the midst of the country amongst the salvage Indians."

The French vessel in which Dampier and his companions embarked, having breamed, was moved over to Springer's Key, another of the Samballas group, where eight sail more, containing upwards of 500 men, were lying; having gathered together for the purpose of making

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\* Such is the printed statement, but the manuscript journal expresses it in still stronger terms:—"April 7th, 1680. The inhabitants for the most parts are very handsome people, especially the ffemale sort, and as they are very beautifull, they are alsoe very loveing, and ffree to dispose of themselves to Englishmen, answering them in all respects according to their desires."



another descent upon Panama. The arrival of the isthmus travellers, however, created great commotion, for nothing had been heard of them since the departure of Captain Coxon, a year before. No sooner had Tristian anchored than all the Buccaneer commanders, among the foremost of whom was Coxon himself, repaired on board to greet the sojourners, and all hands were overjoyed to see them. After numerous inquiries, the relation of the fatigues and inconveniences they had undergone disheartened the listeners from their design, and the assault of other places was taken into consideration. Dampier and his friends were now placed with a Captain Archembo, because all the other ships were over-manned; but our hardy fellows quickly conceived such a dislike to their foreign shipmates, that they prevailed on Captain Wright to fit and arm a prize tartan for them to cruise in. "We found no cause to dislike the Captain," says the author; "but his French seamen were the saddest creatures I ever was among; for though we had bad weather that required many hands aloft, yet the biggest part of them never stirred out of their hammocks but to eat or ease themselves."

Thus accommodated, the companions sailed from place to place in quest of provisions, being so "hard up" as to depend upon mannatees, or sea-cows, parrots, gulls, boobies, monkeys, warree, and other strange "deer," which are duly described in our navigator's pages; "and this," adds he, "we take for a general rule; when we find any fruits that we have not seen before, if we see them pecked by birds, we may freely eat, but if we see no such sign, we let them alone."

On returning to La Sound's Key from this cruise, two guns were fired for the Indians of the Main to come on board, in order to obtain tidings of the five men left among the Dariens. Those persons having actually arrived, the signal was immediately answered by their repairing to their old associates. It appeared that Mr. Wafer had been kindly entertained by the chief of the country, who, in admiration of his surgical ability, had offered him his daughter in marriage, refusing nothing save the liberty of going away; and all the natives vied in attentions and kindness to the whole party. At length he tempted a permission to depart, under pretext of going in search of English sporting dogs for the copper-coloured Nimrod, whose own kennel consisted of dogs that would hardly run by sight or by scent—they were, in short, sad curs. His clothes having been worn out, Wafer had been painted by the women, and went about in the Adamite costume and ornaments of the affectionate savages.

The four seamen, not having been honoured to the same extent with the surgeon, were presently recognised and heartily welcomed by their old shipmates. "But I," says Wafer, "sat awhile, cringing upon my hams among the Indians, after their fashion, painted as they were, and all naked but only about the waist\*, and with my nose-piece hanging

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\* This description is corroborated by Dampier, who says, "Mr. Wafer wore a clout about him, and was painted like an Indian; and he was some time aboard before I knew him." To the accidental detention of this gentleman we are indebted for a very delightful and favourite book, which, from being usually procured in elegant binding, leads to the supposition that it was either printed for presents, or in compliment to the royal personage to whom it is dedicated.

over my mouth. I was willing to try if they knew me in this disguise, and 'twas the better part of an hour before one, looking more narrowly upon me, cried out, 'Why! here's our doctor!' and immediately they all congratulated my arrival among them.'"

• The barks of Captains Wright and Yanky now stood to the eastward, and, passing before Carthagera, had a fair view of Madre-Popa, a monastery of incredible wealth, and famous for the rich offerings continually made there to the Virgin—a tantalizing object to the longing eyes of the Buccaneers. "'Tis, in short, the very Loretto of the West Indies," says Dampier. "It hath innumerable miracles related of it. Any misfortune that befalls the privateers is attributed to this lady's doing; and the Spaniards report that she was abroad that night the Oxford man-of-war was blown up at the isle of Vacca, near Hispaniola, and that she came home all wet; as, belike, she often returns with her cloaths dirty and torn with passing through woods, and bad ways, when she has been out upon any expedition; deserving doubtless a new suit for such eminent pieces of service."

Shortly afterwards, they had a smart engagement with and captured a ship of twelve guns and forty men, who all had good small arms, and she was well laden with sugar, tobacco, and marmalade. Although these commodities were not exactly what the rovers craved, she was a valuable prize, and the vessel herself a desirable object for cruising in; whence she proved a source of contention, both Captains claiming her; but at last it was determined in favour of Yanky, who took possession. This occasioned a change throughout; for Wright, losing the prize-ship, burned his own bark, and took command of the larger one vacated by Yanky; and Dampier's vessel being sold to a Jamaica trader, he engaged with Captain Wright. After these arrangements they made sail for Curaçao, in hopes of disposing of the cargo they had obtained, and, having arrived there, Wright waited on the Dutch governor to make him the first offer; but the cautious magnate declined admitting them into the port, on account of his connexion with the Spaniards, yet, "if we would go to St. Thomas, which is an island and free-port belonging to the Danes, and a sanctuary for privateers, he would send a ship with such goods as we wanted, and money to buy the sugar." The terms of the conscientious Dutchman were not acceded to, and the rovers sailed in quest of another market, to the isles east of Curaçao.

Arriving at Aves, between Buen-Ayre and La Rocca, Dampier details some interesting particulars respecting the loss of a French fleet in 1678, it being then under secret orders to take possession of Curaçao, the governor of which island had already received his sop. Sailing from the eastward, Count d'Estrées struck upon the coral reef of Aves, and, firing guns in the darkness to warn the other ships of their danger, they imagined that he was engaged with the enemy, and, crowding all sail, ran upon destruction—for "the Admiral's light being in the main-top was an unhappy beacon for them to follow." The vessels held together next day, till part of the men got on shore, though numbers perished in the wrecks; and many of those "that got safe on the island, for want of being accustomed to such hardships, died like rotten sheep." But some Buccaneers who had joined them took it merrily enough, being used to such accidents, and amused themselves in picking up the



floating goods, being "never without two or three hogsheads of wine and brandy in their tents, and barrels of beef and pork, which they could live on without bread well enough, though the new comers from France could not. Some of the latter, however, were deplorably reckless; for our author tells us, "There were about forty Frenchmen on board in one of the ships, where there was good store of liquor, till the after-part of her broke away and floated over the riff, and was carried away to sea, with all the men drinking and singing, who, being in drink, did not mind the danger, but were never heard of afterwards."

The rovers remained at this island some time, during which they careened their vessels, and recovered two brass guns out of the wrecks. In the beginning of February, 1682, they went to the isles of La Rocca, where they landed their ordnance, built a breastwork, and erected a house for the reception of their goods and provisions. While thus prepared for defence, a French man-of-war, of thirty-six guns, came through the keys, and bought ten tons of their sugar—on which occasion the patriotic feeling which pervaded the breast of Dampier in the full tide of his dissolute life, gleams forth:—"I was aboard twice or thrice," says he, "and very kindly welcomed both by the Captain and his Lieutenant, who was a cavalier of Malta; and they both offered me great encouragement in France, if I would go with them; but I ever designed to continue with those of my own nation." From this there is no doubt that the French commander had discovered and appreciated the merits of our excellent seaman.

Having filled what water they could obtain here, the cruisers left La Rocca in April, after which they took several prizes on the Spanish main; but, not being able to dispose of their cargoes, they divided the spoil and separated. Dampier, and nineteen others, took one of the captured barks, and with their share of the plunder sailed for Virginia, where they arrived in July, 1682.

How our navigator spent the thirteen months of his residence there does not appear, though he alludes to troubles that befel him; and in another portion of his writings we find that he was afflicted with the Guinea-worm, a torment whose cause of production is involved in obscurity, and forms one of the many items of the *opprobrium medicorum*. As to his companions, it is probable that the wealth which they had acquired was quickly dissipated, since they were soon ready to resume their life of adventure, and had made a voyage to Carolina, but whether under *Jamaica discipline*\* or not, is unrecorded.

Among those who accompanied Dampier in his journey across the Isthmus, and in his subsequent cruises along the shores and isles of the Spanish main, was Mr. John Cook. He was a man of good sense and capacity, whatever might be his notions upon the questions of *meum* and *tuum*. He had acted as quartermaster under Captain Yanky, which, being the second place in the ship, according to the laws of the Buccaneers, entitled him to command the first prize worthy of converting into a cruiser. In virtue of this enactment, Cook obtained an ex-

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\* By "Jamaica discipline" was meant the 'Buccaneer regulations, and the stipulations respecting prize-shares.



cellent Spanish ship. But it happened that there were then present some French privateers having legal commissions, and their commanders could not brook that men who sailed without lawful authority should possess a finer vessel than any belonging to themselves; they therefore took an opportunity of seizing the Englishmen, and, having plundered them of their arms and goods, turned them ashore at Isla Vacca, on the south of St. Domingo. A fellow-feeling for his old friends induced Captain Tristian, who was also probably short of hands, to ship ten of the marooned men, among whom were Cook, and a Buccaneer, afterwards of greater note, named Edward Davis. Tristian then sailed to Petit Guaves, where, being one day on shore, with many of his men, the English party, in revenge for the late spoliation, overpowered the rest of the crew, and made themselves masters of the ship. Putting the Frenchmen ashore in their turn, they weighed, and, sailing close under Vacca, before the alarm could be given, collected and embarked the remainder of their old company. Being now sufficiently strong to set up for themselves, they resolved to exercise the *jus gladii*, and make prize of whatever came in their way; accordingly two French ships were quickly taken, one laden with wine, and the other of considerable force. Having thus *fairly* cheated Tristian out of his vessel, and committed open piracy on the French commerce, they considered it unsafe to remain in that neighbourhood, and therefore made sail for the Capes of Virginia, where they arrived, with their prizes, in April, 1683.

Whether repairing to the Chesapeake was a preconcerted plan to meet their former shipmates is not noticed, but Dampier and his associates readily joined the new adventurers; and as Cook must have been apprehensive of having raised a hornet's nest in the West Indies, he proclaimed his intention of sailing round South America, to cruise on the coasts of Chili and Peru. After selling two of their vessels, together with the wines and other prize goods, they purchased provisions, stores, and every requisite for equipping the principal ship for the arduous enterprise. From the occurrences at Isla Vacca, they named her the *Revenge*, and, according to our author's statement, she mounted 18 guns.\* Their crew soon amounted to 70 men, who were bound by certain restrictions, on account of the length of the projected voyage; the most remarkable was that enjoining temperance and sobriety. Among them were almost all the late fellow-travellers across the Isthmus, including John Cook, Edward Davis, William Dampier, Ambrose Cowley, and Lionel Wafer. Such were the men who engaged on an expedition which, in point of variety and interest, has never been surpassed; and all proper arrangements having been duly made, they bade farewell to Virginia, on the 23rd of August, 1683.

We now approach the gravest epoch in the life of Dampier, since he

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\* Cowley represents her as carrying only 8 guns and 52 men, but probably some mistake arose from the Buccaneers changing their vessel: her metal, however, may have been so indifferent as to suggest the necessity of procuring a better cruiser. Cowley's manuscript neither mentions the name of the ship, nor the number of guns and mariners in the outset; and he admits that the voyage was "performed by him in several ships successively." A notable instance of the inexactness of this writer, in the same document, is in stating that they sailed from Virginia on the 4th of August—a date which is dropped in the published narrative.

was actually engaged in a more piratical voyage than even the lax Buccaneer system recognised. Both he and Cowley have related their adventures at this time, but with a prudent caution to avoid rendering themselves amenable to law. Cowley, who was hired as a master to navigate the *Revenge*, pretends utter ignorance of the intent of his companions, and asserts that it was not revealed to him till after he got out to sea. Dampier, who always respected veracity, could not dissimulate, and therefore forbears being circumstantial concerning their proceedings whilst in the Atlantic; supplying the chasm in these general terms,—“ I shall not trouble the reader with an account of every day's run, but hasten to the less known parts of the world.” Under this stipulation, he carries us across the ocean with abundance of observations of the highest interest to the geographer and the naturalist, but with a guarded paucity of incident. He describes a furious gale which raged for a week, “ drenching them all like so many drowned rats,” in the height of which, from a mistake in conning, the *Revenge* broached to, in the trough of the sea, and was only payed off again by Mr. Smallbone and himself mounting the fore-rigging, and there spreading the flaps of their coats to the violence of the storm.\* He mentions the visits to Sal, St. Nicolas, and Mayo, at which last they were not allowed to land, because the governor and his suite had been entrapped and carried off, about a week before, by one Bond, a pirate from Bristol. We are then told that the *Revenge* stretched from the Cape de Verde Islands over to the Coast of Africa, near Sierra Leone, whence, having purchased provisions and replenished their water, they shaped a course for the Straits of Magellan, and made the Sibbel-de-Wards—one of the many names given to the Falkland Isles—on the 28th of January, 1684.

Now in all this narration there is certainly truth, but not the whole truth; and, from the want of connecting evidence, Dampier's own statements appear inconsistent with each other. Among these, a point which seamen have stickled at, is the naming his ship as one of 18 guns when she left the Capes of Virginia, and then rating her at 36 guns in the sea-fight before Panama; we shall, therefore, submit some of the incidents which our hero's sense of shame compelled him to omit, and which must have been among those he reflected upon and deplored so bitterly in after-life.

Cowley's printed journal contains more admissions of the misdeeds of the crew of the *Revenge* than Dampier's; but it is to the manuscript that we are indebted for the most circumstantial testimony respecting them. Yet, as “ he left the ship with only the cloaths on his back,” much of it is written from memory, which he acknowledges, though the admission does not appear in his publication. The manuscript is intitled—“ The Voyage of William Ambrosia Cowley, marriner, between the 4th of August, 1683, and the 1st of October, 1686.” On quitting the Chesapeake, he says he shaped a course for Hispaniola—“ I not

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\* In his description of this tempest, Dampier does not seem to think highly of Cowley. He rates him as less of a seaman than Davis, “ the quartermaster, and says, when the ship broached to and was in imminent danger of foundering—“ The master, whose fault it was, raved like a madman.”



knowing better than that we were bound for the island of Peti-Guavoos"—but on reaching blue water—"then I understood they were bound for Guina to gett a better shipp to carry us to the South Sea." Now all other testimony on this point acquaints us, that Cook's intention of rounding South America was openly declared. Besides which, although he has not printed the fact, he must soon have been initiated into the design, for before they had well cleared the land, and while still in the Virginian waters, they commenced operations by bringing a Dutchman to, who, according to Cowley's own writing, was a slaver and an interloper; after "we came up with him," continues he, "our men took six casks of Canary out of him, with some victualls and linnen, telling him, they might as well rob him as he the King, he being bound to rob the King of his dutyes." He then proceeds to mention their standing for St. Jago, in the hopes of picking up a more desirable ship than that in which they were sailing; and thus he speaks—"Upon our approaching it, before we came into the harbour, over a point of land, from our topmast-head, we saw a ship at anchor in the road: she proved to be a Dutch vessel, and one of their great East Indiamen of 50 guns, and about 400 men, as we were informed afterwards by some of the same ship's company. Most of the men were got on shore; but, seeing a strong ship standing in toward the road, they instantly repaired all on board, clapping a 'pring' upon the cable, heaving her broadside to us, struck out her ports alow, and presently, running out her lower tier of guns, was ready to receive us." The sight of two rows of teeth, however, was sufficient, and the pirates bore up and regained the sea, after the Hollander had opened her fire upon them. Thus disappointed, they made over for the Coast of Guinea, where Cowley's printed narrative tells us merely that "near Cape Sierra Leone, we alighted on a new ship of 40 guns, which we boarded, and carried her away. We found she was very fit for so long a voyage, for she was well stowed with good brandy, water, provisions, and other necessaries." To this specious and lame account we are able to subjoin the more circumstantial one, which the same narrator originally wrote, but which, it seems, he was afraid to publish:—

"November, 1683.—We being then under the land, we came to an anchor at the mouth of Sirilione river. So soon as the day broke we saw a lovely ship pass by us to the west, and our anchor being almost up, they got it up in great haste, making sail after him,—but he out-sailed us, so that made them angry, and some of the rashest of them would have fired upon him, which if we had, he had sunk us in the sea, for he had 36 good guns mounted, and about 70 men as they say,—the number of his men I know not exactly, but did the number of his guns.\* The wind taking him short, he tacked, and stood into Sirilione river,—he coming to windward of us, some of our men would have fired a broadside into him, which hindered, our broadside consisting but of four guns, and I knowing myself in as much danger if taken as any of them, I being but the jack-daw amongst the rooks. I then promised them I would take him with more ease and less danger if that they would be content. These men left the management of the fight to me.

"The tide of ebb being done, the Dane got in to an anchor. The English agent came on board of him, and the Captain of a Brandenburg

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\* Yet in the printed account he terms her a 40-gun ship.



ship that lay by him, with the Brandenburg agent. The English agent, seeing a ship without, sent his boat to us to know whether we were a Company's ship, or an interloper,—the messenger telling us, if we were a Company's ship we should fire and he would come aboard. We being willing to get him out of that ship, we fired a gun, but the tide of flood being come, we were under sail, and he did not come out of the ship as we would have had him. We kept the other two men of the agent's aboard, and sailed into the river. I caused about 30 men to go down below, having their arms by them, and when I stamped on deck to come up and enter him. Keeping with me upon the deck about 18 men, I ordered the Quartermaster, when I called to put the helm a-port, to put the helm a-starboard, and the boatmen to let go the anchor, and four men ready to lash them together, with a guard by them for their security,—the rest all hands to enter. He, having some jealousy of us, was clear,—but I had him aboard on his bow, and his fore-topsail yard, being squared with the braces fast, took the bolt-rope of our fore-topsail, so that our ship swung along his side, our anchor not holding; but we were presently lashed, and our men entering the first time but were driven back again,—but then the Captain and I entered, they all following, we carrying her in half a glass, they killing and wounding but five men, for our ship was so low that we lay under her guns.

"When they were made masters of that ship, they went and secured the ship of the Duke of Brandenburg, a ship of 10 guns, for fear of their doing of us damage, sending all the prisoners ashore, except the officers, giving them victuals with them, until we had made the other ship fit for sailing from thence, putting as much of the goods as we could aboard the Brandenburg ship for the Captain of the Dane, till they would have no more. We having gotten what water-casks we could, we weighed from Sirilione river, and went for Sheerbrough to water our ship, by reason that we heard of a Brandenburg ship that was come upon the coast, of 40 guns and 250 men, going to settle a factory in Guina, and they expected her there. We thought we had no business to stay to fight her, we having as good a ship as we desired.

"The night before we sailed I was informed against, that I should be going to leave them, which made them clap me under an arrest, threatening to hang me, which peradventure they would have done, giving me Abbington Law, had they had another man to carry their ship to the South Sea\*. But the next day they could not prove the crime on me.

"We sailed out of the river with the three ships—our old ship, the Dane's, and the Brandenburg's,—lying at the river's mouth for three days, until we had gotten into a good equipage for sailing, which was about the middle of November.

"About the middle of November we set sail from the mouth of the Sirilione river with our new-taken ship, and our old ship they refused to give the Dane, though it did them no good, so they set her on fire when they came to Sheerbrough, by reason she should tell no tales, for they had stolen both ship and commission as I have heard. When we came to Sheerbrough the Negroes would not admit us to come on shore at the first,—but the next day I went on land with the Doctor and one Malato that could speak the language, and treated with the King for water, the ship, presenting him with a cask of brandy and four barrs of iron and some Indian clothes, which pleased him very well. He sent his people

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\* This cannot be true, since they had Dampier, Davis, and others on board, who were not only more able seamen than himself, but also better "artists," as they termed navigators. The whole paragraph was probably inserted as a saving clause. Abbington Law might have been like that termed *Jedburgh Justice*, by which a man was hung first, and tried afterwards.

down to fill our water for us, and treating me very kindly with the Doctor, presenting each of us one of his black women to sleep by us so long as we staid there. The Doctor staid with his mistress, but I went aboard by reason I did not like her hide\*."

The Buccaneers were now highly delighted, and exultingly named their fine vessel the Bachelor's Delight. Directing their course across the Atlantic, they fell in with the Falkland Islands, as we have already stated; but which we now repeat in order to show a serious error resulting from the ignorance and incapacity, as well as a touch of knavishness, of Cowley. In his manuscript journal he tells us that in January—he gives no day—they espied an island in latitude  $47^{\circ} 40'$ , very pleasant to the eye, and sailing by the harbour—"We saw likewise another island by this, which made me think them the *Sibble D'wards*." On his return home, William Hack, whom we have already introduced, became his editor, and, deceived by the latitude, thought it must be a new discovery, and therefore a proper means of complimenting the Secretary of the Admiralty. Dropping, therefore, the 40 minutes of latitude—although it is expressed in words at length in the original—to carry the discovery further still from John Davis's Isles, and omitting the conjecture about *Sibble D'wards*, it was thus cooked up for the public:—"We held our course S.W. till we came into the lat. of 47 deg. where we saw land; the same being an island not before known, lying to the westward of us. It was not inhabited, and I gave it the name of Pepys's Island."

This island, thus planted, was retained in or about the assigned berth for upwards of a century, and occasioned much labour to navigators of various nations. Anson firmly believed Pepys and Falkland Islands to be distinct places, distant from each other about five degrees of latitude. Byron, who sailed expressly in quest of it, after much toil and consideration, came to the conclusion that both were identical; in which the celebrated Cook also coincided, observing—"Future navigators will mispend their time, if they look for Pepys' Island in latitude  $47^{\circ}$ ; it being now certain that Pepys' Island is no other than these islands of Falkland." An error which once obtains is not, however, easily dissipated. Byron's investigation convinced such men as Carteret and Cook, and should have rectified the mistake; but Pepys retained its name on the charts till our own day, and is even now "borne on the books" by some, as may be instanced in Kerr's collection of voyages, published in 1814, wherein the editor, assuming it impossible to reconcile the veracity of Cowley's narration with the non-existence of the island, gives it a station on his pages. This is the more remarkable, since Mr. Kerr, for reasons best known to himself, makes the admirable publication of Dampier play "second fiddle" to the singularly meagre details of Cowley; and, by eking out the statements of the latter with the materials of the former, tells us of the voyagers falling in with the Falkland group, after having described Pepys's Island.

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\* The latter portion of the excerpt is retained only to instance the consequence of vice,—for the "Doctor," by sleeping on a shore so inimical to the *Homo Europeus*, caught a fever, and died on the 20th of January following. He was lamented, says Dampier—"because we had but one chirurgeon for such a dangerous voyage." That one, however, was Lionel Wafer.



This type of adulation to a man in power ought to have disappeared before the acumen and local searches of Byron, even had there been no other point to rally upon. But it is inconceivable how the simple and unquestionable test by which the deception is detected escaped the notice of the inquirers; for, had it been recollected that Dampier and Cowley, instead of writing different voyages, were then actually in the same ship, all doubt upon the subject must have instantly vanished. Nor will the observant seaman fail to remark, in the description of the Falkland Islands by Dampier, together with the geographical position which he assigns to them from his own observations, a striking proof of Cowley's arrogance in boasting of his being the only man on board capable of navigating the ship. Indeed, to confound the assertion, we shall presently show how little he had to do with this voyage round the world.

Dampier—who, without blowing so loud a trumpet as Cowley, has left undeniable proof that he was the best hydrographer in the ship—was very averse to passing through the Straits of Magellan; he was well acquainted with the delays and danger attendant thereon, even when a vessel was well found, and the crew skilful, expert, and completely disciplined; but he was apprehensive that their men, “being privateers, and so more wilful and less under command,” would not be found ready at a minute's call, to work the ground tackling; and, unless they were thus active and obedient, he knew the passage could not be made without risk. He therefore endeavoured to dissuade Captain Cook from this design, but in vain. They made the attempt, but, meeting with contrary winds, they were compelled to give it up, and go round by Cape Horn. On the 6th of February they fell in with the Straits of Le Maire, where opposing tides made such a “short cockling sea” as to toss about the *Bachelor's Delight* “like an egg-shell.”

Soon after they entered the South Seas, they met with an English ship, the *Nicholas*, of London, commanded by Captain Eaton, and as they were both destined for Juan Fernandez, they sailed there together. This ship had fitted out as a trader, but mounted twenty-six guns, and was in reality a buccaneer.

On the 23rd of March they anchored in Cumberland Bay, and, being anxious to ascertain the fate of the Moskito Indian left behind when Watling escaped from Juan Fernandez three years before, Dampier and a few of William's old friends, together with a Moskito-man named Robin, jumped into a canoe and made for the shore\*. As they neared the beach they had the satisfaction to see William standing ready to welcome them. How great was the delight of the poor solitary when Robin leaped from the boat, and, running up to him, fell flat on his face at his feet; William raised up his countryman, embraced him, and in turn prostrated himself at Robin's feet, who lifted him up also. Dampier's description of the meeting is impressive and affecting. “We stood with pleasure,” says he, “to behold the surprise and tenderness

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\* We are sorry to learn—*ex relatione Cowley*—that the miscreant Captain Edmond Cook, was on board the *Bachelor's Delight*, probably as a seaman. As the “white feather” he hoisted in the Bay of Parfama was the least of his imputed crimes, the Buccaneers ought to have got rid of him in 1680.



and solemnity of this interview, which was exceedingly affectionate on both sides; and when their ceremonies of civility were over, we also that stood gazing at them drew near, each of us embracing him we had found here, who was overjoyed to see so many of his old friends come hither, as he thought, purposely to fetch him." The first burst of feeling over, they retired to his hut, where they found ample refreshment provided; for, having seen the ships in the offing, and from their manœuvring believing them to be English, he had killed three goats, which he dressed with vegetables, in readiness to treat his friends on their landing; "and," says Admiral Burney, "there has seldom been a more fair and joyful occasion for festivity."

At the time this Indian was abandoned to utter solitude, he had with him his gun and a knife, and a small quantity of powder and shot. When these were spent he ingeniously contrived, by notching his knife, to saw the barrel of his gun into small pieces, and of these he made harpoons, lances, hooks, and a long knife; in order to accomplish this, he first heated the pieces in a fire which he kindled by striking his gun-flint against a bit of iron, hammered them with stones, sawed them into shape with his jagged knife, and ground them to an edge by long labour. Thus furnished with implements for fishing and the chase, he readily supplied himself with food, having nothing else to do; and he dwelt in a hut about half a mile from the sea, which was lined with goat-skins. The Spaniards knew that he had been left upon the island, and had frequently endeavoured to discover his retreat, but he had always contrived to elude their search.

This island is described as particularly healthy, and possessing numerous advantages: the hills were partly savannah and partly woodland, intersected by pleasant valleys. The sea around it abounded in fish, several varieties of which are described by Dampier. The seals were so plentiful that it is remarked, "there are always thousands, I may say, possibly millions of them, either sitting on the bays or going and coming in the sea." The sea lion was also very numerous; it is shaped like a seal, but is six times as large, with "great goggle eyes," and teeth the bigness of a man's thumb, of which dice were made by Sharp's men.

The ships remained at anchor sixteen days, when, having refreshed their companies and completed their water, they weighed and stood over for South America, which they generally coasted at the distance of twelve or fourteen leagues, lest they should be descried from the high land. Nothing particular occurred till the 3rd of May, when they captured a vessel bound to Lima, laden with timber, by which they learned that the Spaniards were aware of their arrival, and had been making active preparations for their reception. Cowley here laments that the vessels did not stand in for Arica, since they "had found a ship there with three hundred tons of silver on board."

The consorts continued their cruise, touching at various islands, but without any signal success. Indeed it became sufficiently evident, from the information they had obtained, that, while the alarm respecting them continued, either the Spaniards would send no vessels to sea, or they would be sent so well protected as not to fall into their hands; the towns also, they were apprehensive, would present formidable obstacles to a

successful attack ; but, as they could not be idle, and were not easily daunted, they determined upon an expedition against one of them. Many places were suggested, but at last Truxillo was pitched upon as the most important, and therefore the likeliest “ to make them a voyage if they could conquer it ;” but, while arranging their plan, three sail were caught sight of, pursued, and captured. They proved to contain flour and quince marmalade ; and in one they found an immense image of the Virgin Mary, curiously carved in wood, but, unfortunately, upon the rumour of English adventurers being in the vicinity, the vessel had previously landed what would have pleased them much better, viz. no less a sum than 800,000 pieces of eight. From the prisoners thus taken they learned that the inhabitants of Truxillo were fortifying their port, therefore the design against it was abandoned ; and, finding that the whole coast of Peru was in alarm, the Buccaneers determined to go with their prizes, first to the Galapagos islands, and afterwards to the coast of New Spain.

On the 31st of May they arrived at the then little-known group of the Galapagos, and to that visit we are indebted for a very fair account of them. Here they remained for ten days, during which they deposited a large portion of their prize-flour against future necessity. As plenty of salt was found here, much assistance was afforded to their refreshment ; and though the isles were mostly destitute of fresh water and vegetables, pigeons, flamingos, guanoes, turtles, and enormous terrapins, all of the most delicious quality, abounded ; so that, taken “ by and large,” the place was well adapted for a Buccaneer resort.

The Rovers were now induced to sail for Ria Lexa, a town on the coast of Guatemala, by the advice of an Indian prisoner, a native of the place, where he promised them a rich harvest in plunder. Having overshoot the isle of Cocos, where they intended to make another deposit of flour, they fell in with the main land at Cape Blanco, the west point of the Gulf of Nicoya, in the beginning of July. On nearing the shore, Captain John Cook, who had been taken ill at Juan Fernandez, expired, “ though he seemed,” says Dampier, “ that morning as likely to live as he had been some weeks before ; but it is usual with sick men coming from the sea, where they have nothing but the sea-air, to die off as soon as ever they come within the view of the land.” On the loss of this Commander, Edward Davis, the quartermaster, was unanimously elected to succeed, and a capital choice it proved ; for, of all the Buccaneer chiefs, he was one of the most popular, evincing courage without rashness, and moderation, prudence, and ability, of no common order. Dampier, who sailed with him for years, and was afterwards intimate with him in England, always mentions him with peculiar respect ; and he seems to have been generally esteemed as a man of sterling worth, though a Rover.

## NAPOLEON.

ORIGINAL FACTS, RELATING CHIEFLY TO THE PRECAUTIONS TAKEN FOR HIS PERSONAL SAFETY,—BY AN EX-SECRETARY. •

MUCH has been written on Napoleon; and, as is almost invariably the case, the several accounts are as opposite and contradictory to each other as the feelings which actuate the different writers.

Some, led away by gratitude, devotion, personal attachment, and above all by the *faux éclat* which surrounds a hero, are blind to his faults? while others, regarding him and his actions through the false medium of prejudice and hatred, will deny those great qualities to which an impartial recorder must bear testimony.

Both are, therefore, constitutionally disqualified from exercising that calm and sober judgment which can alone enable them to add their page to historical record.

Napoleon, perhaps, more than any one of his contemporaries, or any other remarkable man of any age or country, gave grounds for this diversity of opinions; for in his character appeared a mixture of the most opposite qualities; and it may with truth be said that few men have achieved actions so great, or dimmed their glory by such monstrous faults. The discrepancy, therefore, in the statements of those who have sat in judgment upon him may be readily accounted for by the various positions in which they have been placed; but it must also be remarked that the enthusiastic admirers of Napoleon have sketched their flattering portrait from too great a distance, and, not contented with palliating or bespeaking indulgence for his faults, on the score of human frailty, have endeavoured to conceal or deny them altogether. To add to the dazzling brightness of their idol, they have endeavoured to remove every mist which could dim its glory, and have not hesitated to pervert facts, and give the lie to the most indisputable evidence. Of this the various memoirs of Napoleon which have for many years emanated from the press bear witness; and they are calculated in after times to become a source of difficulty and embarrassment to the impartial historian who aims but to transmit the unvarnished truth to posterity.

My object will be, by a plain statement of facts which have passed under my own knowledge, and in which I have myself taken a part, to contradict assertions contrary to truth and probability, and to do away with the conflicting testimonies which have gone abroad.

The life of Napoleon was frequently attempted, especially at the moment when he assumed the imperial robe. It was only by the adroitness of his coachman that he escaped destruction from the infernal machine, on the 3rd of January; yet he was so little on his guard, that any resolute person, disposed to risk his own life, and to lay his plans with prudence, might have succeeded without difficulty in assassinating him.

The occurrence I am now about to relate first awakened his own fears, and decided the police on taking more decisive measures of precaution. The greatest enemy of Napoleon, when condemned to die, and before mounting the scaffold, made the following declaration;—"I am opposed



to the existing government, but I am no assassin—had I resolved on the death of Buonaparte, several occasions presented themselves—one more particularly when he was walking early in the morning in the Gardens of St. Cloud. He was alone, and in a spot remote from the palace. An old soldier with a wooden leg crossed his path. Napoleon accosted him, and conversed several minutes without the slightest distrust or suspicion of danger. *At that instant his life was in my power! I was that veteran!* He was unarmed, and I was provided with a poniard and a brace of pistols; but I was no murderer." When this was reported to Buonaparte, he had a perfect remembrance of the incident. The person in question was the famous George Cadoudal.

It was soon after this that the grounds immediately adjoining the palace were enclosed and separated from the park, in order that Napoleon might walk without coming in contact with the public, and subsequently the terrace which runs by the side of the river, and leads to the Tuilleries, also; Buonaparte and his court having a private access to the Pavillon de Flore by a subterranean passage.

In proportion as the number of the disaffected increased so did the precautionary measures for his safety increase also. They were carried to such a length, that, with the exception of the reviews, when he was surrounded by the most devoted of his adherents, who would have sacrificed their lives in his defence, no stranger could approach him—and even on those occasions, the smallest suspicious movement formed a sufficient pretext for an arrest. Nevertheless many more attempts were made upon his life than have been made known to the world; and it was obviously the best policy to conceal them, since the fact of the Emperor being so continually exposed to danger would have exercised a pernicious influence both in France and other countries, destroying in the one all faith in the stability of his Government, and giving to the world at large the power of estimating at its just value the loyalty and attachment of which he was supposed to be the favoured object. I shall have occasion to speak presently, in a more particular manner, of some of these conspiracies.

The measures of prudence adopted to protect the person of Napoleon in his imperial palace confined themselves to preventing the approach of any person whose feelings and purposes were unknown. He was at all moments surrounded by his aides-de-camp and staff, which indeed rendered it impossible that any hostile attempt should reach him there; but, when the Emperor was travelling, the minute precautions taken to ensure his safety were carried to an extent of which I could have formed no idea, had I not myself witnessed, and been called on to assist in them. I entreat the reader to give me credit for strictly confining myself to fact in every circumstance I detail. I have, indeed, no motive for departing from the exact truth, nor need anything on the other hand prevent my disclosing it, since I sincerely approved the measures which were resorted to for the preservation of the Emperor. He who had so often braved death at the cannon's mouth deserved not to perish by the poniard of an assassin!

Some months after the birth of the King of Rome, Napoleon resolved on making a tour in the west of France, accompanied by the Empress, Marie Louise. The prefects of the several departments had notice in consequence nearly a month before, that they might prepare a suitable

reception of the royal party and their suite, consisting of a hundred persons.

I was at this time "serving my apprenticeship" in the administration, being private secretary to one of the prefects. My patron, though he had many excellent qualities, was of *brusque* manners, and little fitted for society. The idea of appearing before Napoleon, and finding himself in the courtly throng, inconceivably and inexpressibly terrified him. Awkward and confused, even in the reception-room of his own official mansion-house, where he filled the highest place, he could scarcely retain his senses in the contemplation of being surrounded by princes, dukes, and ministers; but a yet greater disquietude awaited him. The prefect was unmarried; he was not rich, and his habits were those of strict economy. His household consisted of a single man-servant and a cook; and with the exception of two rooms of state, where he was accustomed to give audience, and in which the furniture was at least of thirty or forty years' standing, the whole moveables in the house were scarcely of the value of a hundred pounds. The prefecture itself had been formerly a palace of the Ducs de Guise, and had not been effectually repaired for more than a century. It was necessarily in a state of the greatest dilapidation, and the interior bare and neglected.

On the announcement from the Secretary of State of the proposed visit of the Emperor, the prefect and myself sat in grand council. The approach of a hostile army could not have filled my worthy patron with more profound alarm—but fear was of no avail. The exigency must be met and provided for; and I ventured to suggest that as there was little time to lose, effective measures should immediately be taken. "Do you, Sir," I added, "confine yourself to your official duties, and put 15,000 francs at my disposal, and I will guarantee that everything shall be arranged to your satisfaction." My assurance gave him a little courage. He forgot for a moment his habitual economy, or rather felt confident that he should be reimbursed for any expense incurred; and in this he was not deceived.

The following morning a hundred and fifty workmen of various descriptions were busily repairing and embellishing the prefecture, and I abandoned for the moment my official occupations, and established myself superintendent and director of the improvements.

I will pass over details which, though not in themselves without interest, would be foreign to my subject; merely remarking that I had collected and arranged in the palace (for such it now again deserved to be called) furniture, plate, &c., worth at least eight thousand pounds. It was borrowed from the principal residents in the town, who readily afforded me all the assistance in their power. I was told at the time, though I cannot now remember where the different grand persons were to be lodged; but I perfectly recollect that I reserved all the most ornamental furniture for the apartments of the Empress. It will be seen that these preliminary circumstances are related in order to explain my participation in the scene I am about to portray, and to show that my recital does not rest on hearsay or the reports of others.

About a fortnight previous to the arrival of the court two officers of the household, M. Deschamges and M. Yongbloedt, arrived, but only remained four-and-twenty hours in the town. When Napoleon travelled he was generally preceded by *fourriers* of the palace, who gave general



orders, which were afterwards carried into effect by the Marechaux des Logis, who arranged the details, and with whom the whole responsibility rested. The day previous to the Emperor's arrival the grand chamberlain made his final inspection, to see if the accommodations were complete, and that nothing had been neglected which could conduce to the comfort of his imperial master. These formalities were, however, on some occasions, and especially in his campaigns, necessarily dispensed with.

As on the arrival of the *fourriers* the arrangements of the prefecture were but little advanced, at least in appearance, they could do little; but they made one alteration. I had prepared the ground-floor for the occupation of the Emperor, as more commodious than the first-floor. This order they reversed, in consequence of the doors and numerous windows which opened on the gardens; and they decided that Napoleon should be lodged in the suite of rooms above, and that those below should be appropriated to the Empress. This precaution did not at the time strike me as remarkable; but I was destined to witness many others of the same nature.

When after a few days the two Marechaux de Logis, Monsieur de Segur and M. le Baron de Canonville, reached our town, they were necessarily constrained to put me in possession of the secret of the measures of precaution to which I have alluded, and which I will now detail.

Their first care was to examine strictly every corner of Napoleon's chamber; and the floor and wainscot were sounded and inspected very narrowly. There were two doors to the apartment, the one opening on an antichamber which led to the audience chamber, where during the night stay two or three officers; several *chambellans* and *huissiers* were in attendance during the day; and the other leading to several small rooms allotted to the several *valets de chambre* accompanying their imperial master. The mameluke, Roustan, was of the number, for whom a bed similar to the rest had been prepared; but the Marechaux de Logis gave orders that it should be removed, as being superfluous; since, on Napoleon's retiring to rest, Roustan always placed a mattress outside the door, on which he rested without undressing, having his fire-arms by his side. There was also a strong door-bolt fixed within the door for the Emperor himself to fasten, and which could only be withdrawn in the morning by him (or by one of his suite who had access by the other door), to give admission to his *valets de chambre*.

On either side the fire-place of the bed-room there was a small closet inserted in the wall, where candles and flambeaux were ordinarily kept. These closets were similar to those generally to be found in large and ancient buildings; and, from their smallness and want of depth, were useless for any other purpose. The key of one of them had been for a long time lost: le Maréchal Duroc demanded it, and seemed displeased at its not being forthcoming, on which I remarked that it was precisely the same as the one on the other side, and it was so small that even a cat could scarcely hide in it. "Un chat pourrait à peine s'y cacher;" that was my expression; yet notwithstanding this, imperative orders were given that a bar should be immediately fixed to it!

In front of the palace there was a large court-yard, separated from the street by an old wall, about thirty feet in height. This must at all



times have had a very ugly appearance from the windows, but it was now rendered doubly so by its dilapidated state. To remedy the eyesore, an idea suggested itself to me of making a temporary screen, by transplanting about a hundred young trees from the forest; and by having them so disposed of and backed by a hedge of lofty elms, I completely shut out the wall, while the mass of foliage had a very agreeable effect.

No sooner was the attention of Maréchal Duroc drawn to these trees than he gave orders for their instant removal. Vainly did I explain to him the unsightly appearance of the wall they were intended to conceal, and that there remained no time for any other improvement. In a very brusque and determined manner he repeated his commands; I therefore instantly had an interview with M.M. de Segur and de Canonville, who had previously expressed their admiration and approval of my design. They returned with me to the Maréchal, and at length prevailed on him to permit my *rideau de verdure* to remain.

In according this, however, he took very effectual and singular measures to remedy his objections. On either side the gate, and between the wall and the row of elms, he placed three lines of sentinels; now, as the screen was planted in the form of an arch, the first of these literally could not move; the second had a space of about three feet to turn in; while the third, at the extreme ends, had not more than five or six! These were placed about fifteen feet from each other—were all of the Imperial Guard, and men of known fidelity, and consequently prevented the possibility of any attempt being made on Napoleon, either when entering or leaving the Palais.

The day after the Emperor's arrival he held a levée of the several authorities,—ecclesiastical, military, and civil. At its conclusion, those who had attended it (about 150) loitered about the Court and on the flight of steps at the entrance of the Palais, that they might see Napoleon mount his horse, he being about to visit the *Senatorerie*, and take a general view of the town. Duroc perceiving this, gave orders for every one to return into the Palace, where he caused them to be shown into a great ante-chamber on the ground-floor, the doors and windows of which were shut. Thus, when Napoleon descended, there was literally, with the sole exception of myself, not a single being near him that was not of his own suite! I was in conversation with Roustan, about twenty paces from him, and could not but remark that the Emperor mounted with great difficulty, and placed himself on his saddle tout d'une pièce (as stiff as a poker).

It is probable that it was not considered desirable that a hundred and fifty persons should have the opportunity of making this remark, or it is possible that they feared lest some assassin should be mingled with the crowd. One thing is certain, that the doors of the ante-chamber, where all the authorities had been confined for more than a quarter of an hour, were not thrown open until Napoleon had departed with his suite. •

The *Cabinet de Travail* of the Emperor had been prepared in accordance with his customary habits. Upon a large table, covered with a green cloth, were placed three chandeliers, each with three branches; they were of that description generally termed in France *Flambeaux de Veillotte*, and this table was for Napoleon; four smaller were ranged

round it for his four Secretaries—MM. Menneval, Mounier, de Ponthou, and d'Albe; the last of whom had sole care of the charts and other topographical papers and statements. I had procured from Mans (the most celebrated manufactory for wax-lights in France) a supply, estimating the probable consumption at 600 lbs. every forty-eight hours, the same time purchasing some of a larger size for the especial use of the Emperor; and M. de Ponthou, who was inspecting my arrangements, suddenly left me, and in a few minutes returned, carrying in his hand *nine wax-lights*, with which he replaced those which had already been fixed in the chandeliers. Surprised, and somewhat annoyed at what appeared to me as casting some reflection on myself, I remarked there were neither handsomer nor better candles in all France than those I had provided. To this he made no reply. Great as was the insight I had already gained into the measures taken for Napoleon's safety, I could not comprehend this, until M. de Canonville, to whom I spoke on the subject, informed me, that under the apprehension that the candles provided for the Imperial table might on some occasion be loaded with combustible matter, the Secretaries carried a supply with them!

Day and night, during Napoleon's stay with us, there were no less than twenty-five sentinels on duty about the Palace and gardens. I was the only person who had the right of entry without being summoned; I, therefore, naturally drew upon myself the notice of Napoleon. The very first morning after his arrival, about the hour of five, (it was at the earlier part of the month "Prairial," which nearly corresponds with our June,) I was on the terrace behind the Palace giving orders that it should be watered, for the weather was fine, and the sun already scorchingly hot, when I perceived the Emperor standing at the window with his eyes fixed on me: five minutes afterwards Roustan came out, and directed his steps towards me, demanding of me, but not uncourteously, who I was, and what I was doing there? I replied, by giving him the requisite explanation, and he left me. Later in the day, whilst conversing with me, as I before mentioned, he informed me of that which I had already surmised, that he had been sent to make the inquiry by the Emperor himself.

All the precautions yet mentioned are insignificant, when compared to those relating to the serving his table: the supplies of meat, fish, poultry, vegetables, &c., were furnished from the town and its environs, but the marketings took place only a few hours before the articles were required, and were purchased indiscriminately from several purveyors. They had not therefore the power, even if they had the intention, of preparing anything poisonous or injurious for the Emperor's consumption: as to wine, oil, vinegar, salt, pepper, flour, groceries, &c., the wagons which followed the Court were provisioned with them; and as they were employed alike for the necessary supplies of the chamber as of the kitchen, there were three or four either preceding, accompanying, or following the Court: one was always with it. What the rapidity was with which they travelled may be conjectured, when in this very journey, for instance, the necessity of having at every relay about 250 horses prevented all the suite starting at the same time; and moreover, to be always ready for Napoleon when he should arrive at any given point, it was necessary that they should start before him. Even his escorts performed their duties with extreme difficulty.—But I return to my subject.



It accidentally happened that in the first wagon which had arrived for the service of the table there was no oil, or a very small and inadequate supply. I was informed of this, and offered such as the Prefect made use of, and which he got direct from Provence. It was refused, and they said they could do without oil till another wagon arrived, which was the case some hours afterwards; they were then abundantly provided. Nothing was accepted from the stores of the Prefect but wood and coal; and had any one desired to poison Napoleon it would have been very difficult, should he have succeeded even in gaining over any one of the household,—which was not likely. When he arose in the morning, it was the custom of the Emperor to drink, in hot weather, a glass of lemonade. His valet de chambre brought him some lemons, a basin of sugar, and a decanter of water. He chose a lemon, cut it, and prepared himself the glass of lemonade. Two or three hours after, his breakfast, consisting of eight or ten dishes, was served up to him on a small table, generally in his study: he seldom touched more than one dish, and despatched his meal in a few minutes.

In dining, every one has heard that he was equally expeditious: he ate little, and considered the time as lost which he spent at the table. The multiplicity of his occupations, and his great restlessness, made him very regardless of form or courtesy even towards Marie Louise herself.

I will give an example which occurred during this very journey. The day after they set out from Paris the Empress was fatigued and unwell. At first Napoleon decided that they should pass the night where they were, the château of some gentleman, whose name I do not remember. A courier was sent in consequence to make known this delay upon the road, to the authorities at the different posts. The Emperor, however, for whom time never passed gaily enough, began in about twenty minutes to repent of the delay. He suddenly changed his mind, and issued orders to proceed: a second courier was in consequence despatched, and charged to overtake the first, in order that no change of arrangements might take place. The Empress, who was not better, had not been consulted. When she saw that they were to proceed she wept, and begged the Marshal Duroc to expostulate, and persuade him to grant a boon she dared not ask. But his representations were in vain; he would consent to no delay, and they pursued their journey, of which the further details may be interesting to some of my readers, as they will certainly be new to all.

In the number of authorities admitted to the audience of the Emperor the clergy had a place, and the Bishop of Seez, accompanied by his grand vicars and his chapter, entered in his turn into the reception chamber, his cross in hand, the mitre on his head, and arrayed in his sacerdotal robes. I should here mention that the Bishop and the Prefect had for some time been at variance; whether justly or unjustly, the latter was continually sending to the minister of the interior accusations against the Bishop, describing him as a fanatic and an ancient *Chouan*\*. Being ignorant of these accusations, the Bishop had made no defence against them, and they remained in their full force with the government.

As soon as Napoleon saw the Bishop, he addressed him in these

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\* A political party attached to the Royal cause.



words, and in a very angry tone:—"M. L'Eveque, I am much dissatisfied with you. You are my enemy, and you disgrace the habit you wear!" The unhappy prelate, struck with astonishment and dismay, endeavoured to stammer out a few words; but the Emperor continued—"Be silent! Your hands are stained with French blood. Send me immediately your resignation—*et passez moi la porte.*" These were the Emperor's own words, uttered at fifteen paces from him. The poor Bishop, who was seventy years old, weak, and infirm, and afflicted with a cough, had never taken part with the Vendéans or Chouans; but this false charge struck him to the heart. He bowed, and retired, supported by his grand vicar. Six months afterwards *he died!*

Immediately on the departure of the Court from the Palace, I entered into the Emperor's bed-chamber, and there found one of the valets de chambre, who, as well as another detachment of the attendants, remained behind, and was not to depart for some hours. I conversed with him for some time, and found him much more communicative than I expected. It is true that he was young, and dissatisfied with his situation. Napoleon was not always so affable in his domestic intercourse as some writers have been pleased to represent him, and his moments of good-humour were very rare. During the day a valet de chambre constantly remained in his bed-room, and when the Emperor entered it to take a pocket-handkerchief or his snuff-box, or for some other cause, he only made a sign: it was necessary to divine what he wanted, and if he were not immediately understood, and were obliged to speak, he did it with impatience and ill-humour.

Amongst the number of these valets de chambre there was one old man (I am not sure if he was not Marchand) who was more noticed by the Emperor, and on more familiar terms with him than the rest. After the audience to the authorities, Napoleon, as I have before observed, went out on horseback. He came in at four o'clock, and went into his bed-room, placed himself in his arm-chair, and slept for about two hours. This was a common habit, and was the consequence of his early rising, and working at all hours during the night. Towards six o'clock he dressed hastily, and called for dinner; afterwards he opened some packets, and read a dispatch that arrived from Spain. In a quarter of an hour after, the old valet de chambre came in, saying—"Your Majesty, dinner is served." "'Tis well; I shall go to it," replied Napoleon, and continued to read. Half an hour after he was seized with impatience: he pulled the bell, and broke it. The servants were used to these moods; and the question was, which amongst them would expose himself to chastisement. Nevertheless, the old man made up his mind, and went in.

"Are they not going to let me have any dinner to-day?" said the Emperor to him sharply (the news from Spain was doubtless unfavourable).

"Sire, I have already acquainted your Majesty that dinner was served."

"That is not true."

"I beg your pardon, Sire; it is so true, that you answered me—'*tis well; I shall go.*'"

The tone and the countenance of Napoleon changing suddenly, he looked smiling at his old servant, and said—"Faith, you are right; Spain made me forget all."

No other domestic would have dared to contradict him thus; and

even amongst the courtiers there were very few who would have dared to reason with him. Roustan was not familiar with the Emperor, and even at this period he was thinking of retiring: married, the father of a family, and enjoying an income of 15,000 francs a-year, and tired of the life that he led also, from before the departure to the Isle of Elba he had retired into private life. The Mameluke that was seen about Napoleon during the 100 days was not Roustan. It has even been said that it was a Frenchman disguised as a Mameluke, and that is very possible.

Continuing to chat to this young valet de chambre, I spoke to him of the report very generally spread that the Emperor was mailed. I told him that the manner in which he mounted his horse might give some foundation to this report; and I added to this, that I had means of knowing that a Spanish monk had laid in wait for him at a hunt, and had nearly brought him down by firing a blunderbuss loaded with deer-shot at him, which made no effect. The valet did not answer a single word thereupon, and turned the conversation. My readers can understand his discretion upon this point, as I myself interpreted it.

I had also an opportunity of chatting a long time with one of the ladies who waited on the Empress. She spoke very highly of Marie Louise, who was very gentle in her domestic life, and very easily served; but she could not always boast of the amiability of the Emperor. Here is an anecdote that she related to me amongst others that had transpired on the preceding evening.

Napoleon entered the apartment of the Empress at the moment she was dressing for the ball given by the town. He took, while chatting to her, a worked handkerchief which was on her table, unfolded it, and asked the price. One of the ladies said—"These handkerchiefs cost eighty francs.

"If I was one of the ladies of Marie Louise," Napoleon immediately said, "I would sometimes increase my perquisites by taking from her one of these pretty handkerchiefs."

"Sire," replied the same lady, without being disconcerted, and with the most respectful air, "we flatter ourselves, these ladies and myself, that her Majesty the Empress relies not less upon our integrity than upon our attachment."

The Emperor bit his lips, and made no answer.

When he came to visit Marie Louise, he conducted himself towards her with great freedom, and without paying the slightest regard to the ladies in waiting, who have more than once been obliged to leave the room hastily!

He did not usually sleep with her, but he sometimes came to see her during the night. Whichever of the ladies was on duty (or in waiting) for the night, about Marie Louise—that is to say, whose bed was either in the same, or in the adjoining room, across the open door—was always supposed to sleep, and never to have heard anything. Napoleon had, on this subject, somewhat of the freedom of the soldier. He laughed at the embarrassment and at the modesty of the Empress. Moreover, the latter was in no degree the object of those measures for safety of which I have already spoken; and, in fact, I do not believe that it ever entered the mind of any one to plot against her life.

The evening ball, where their Majesties were present about an hour offered nothing remarkable, except this circumstance:—"Twelve young



ladies were to offer to Marie Louise, when she entered the drawing-room, a basket of flowers, and the prettiest was commissioned to pronounce the complimentary address, which was very short. At the moment when this poor young person had approached within two steps of Marie Louise, she became frightened, lost her memory and her voice, and could not speak a single word. One of the others, Madlle. du Crès, daughter of the Receiver-General, and great-niece of the Minister of Marine, came forward immediately, and pronounced the compliment with much grace. The following day she received a very pretty watch, which had been intended for her companion.

After the departure of the entire Court, all the articles of furniture that had been just placed in the Palace were restored to their owners: some particular ornaments, such as the furnishing of their Majesties' beds, &c., could not, of course, have been borrowed, and I had hired them from a cabinet-maker. These articles were afterwards sold by him for two or three times their value; and he has himself avowed to me, that in the town and in the environs he had not sold less than twelve mattresses off the bed of Marie Louise. The Colonel of the Gend'armerie had also purchased very dearly the feather-bed. I would not vex him by telling him that Marie Louise had never made use of one. I had actually furnished it; but on the arrival of the ladies in waiting it was taken away, and immediately sent back to the cabinet-maker.

This reminds me of the cane of Voltaire, the abdication pen, the wig of J. J., and many other things which have been sold, perhaps, thirty times, and are always to be sold. I can answer, at least, for Ferney, where I have seen, less than six years ago, the cane of which thirty amateurs believe themselves alone possessed.

In concluding these details here, I again repeat, that they contain nothing that is not strictly true; and if any one could believe that in publishing them it could have entered into my mind to attack, in any degree, the memory of a great man, I can answer him—*Amicus Plato, sed magis amica veritas.*

D. B.

#### A SALT-WATER DREAM AT SPITHEAD.

BY THE MID.

O DREAD and magnificent ocean! Friend of my youth, protectress of our isle! purifier and mysterious bond of our globe! in the deep caverns of thy unknown depths—thy waving surges on thy many shores,—in agitated fury, or as impressive calms; in the deep blue of the vertical meridian Line, where down, down, ten thousand fathoms of a searching lead is mocked by depths below, impervious, solid! Or, lashed and vexed upon some shallow coast—still mighty in thy yellow foam! or rolling placid round our Isle of Wight, you buoy to smiling homes our island's sons, and swell their bosom's pride in the gay pendants of our hearts of oak!

Much in this way did I apostrophise the gentle bracing waves, as they played invitingly for me to leap to their bosom from the steps of one of the excellent bathing machines on Southsea beach, where I had sat for a moment looking at the duck-like *sit* on the water of the American razee, the "Independence," lying at Spithead (on her way to the



Baltic). If I did not like the look of her, it was because we had nothing at Spithead at the moment to vie with such taunt spars. Why reflect upon it? So I plunged outright, and revelled in the luxury of the most delicious exercise—swimming out just far enough to avoid the current setting along shore, which is often dangerous, from its drawing off. Fatigued at last with pleasure, pure and exquisite, I regained my dressing-room. With the door open, I sat some time wrapt in the soothing influence of the beautiful view before me—the boats, ships, steamers, wherries, gave animation to the waters; and the lovely landscape of the Isle of Wight (gay Ryde, laughing at the water's edge,) completed the charm. Still my eye could not get rid of Jonathan's stars and whacking breadth of beam. There she lay. Well, there was no harm in it; the two extra guns had been paid, (omitted by mistake, to such feverish etiquette, two whole days after, *vide* your correspondent's letter, dear Ed.) This queer fact, acting on my animal enjoyment of the moment, served as a narcotic, and I went off into a dose. My mind seemed a confused chaos of comparisons, and busily took the circuit of the whole world—ran backwards and forwards a quarter of a century, still harping on ships and shores.

I thought that out of five thousand obscure little holes, over wood and dale, and from the smaller brick tenements of our towns, came five thousand small inquiring voices—small and weak as from the shadows from whence they issued; as I sat I seemed the focus where they all met, growing, as it were, more audible. I soon found from a certain querulous and imperative tone-aquatic that the immense number of inquiries that struck my ear came from the condemned spirits or shades of half-pay sailors, once officers on board the British fleet; and once of robust flesh and blood, but now attenuated to mere *vox et præterea nihil*. Some I found very gruff and commanding, in a small way, as if from the remnants of Admirals or Post-Captains, of thirty years' standing; while others were blended in a kind of unassuming nothingness of gentle and simple curiosity, as if from Lieutenants and Midshipmen. In this seeming listening to the curious, I grew curious myself, and noted down a very few of the five thousand questions asked.

Now as these queries flew seaward I concluded they were directed to the squadrons afloat; but a sweet, soft, and adverse wind had set in S.W. through the Needles, which has before now detained so many outward-bound words, fleets, and dispatches; so that without the help of your talismanic Red Rover vehicle, Mr. Editor, I fear these faint voices will never reach the ears of naval officers in the Mediterranean, the West Indies, Madras Roads, or the South Sea station, where still the deck is walked, and sailors still keep watch and watch; where still Midshipmen do caulk at night and idle about on the chests of the stercage by day; where still the Lieutenants keep their watch (at sea), and cultivate a happily consequential vacuity of mind; where still Captains are in a fever between the nipping of their responsibility and the consciousness of their personal importance; where still—but stop; if I could have taken upon myself an oracular response to this voice of shades, I think I could intuitively have answered much, without begging, as I now do, a more succinct and precise reply from the several stations. And here I will observe, dear Ed., that in the pen and ink way I fear our young officers afloat are very lazy:—why is it you are not written to from both

the Indies? from Malta or Corfu? and from the roads of Callao? do hope these questions from Sacred Shades will bring forth answers from the four quarters of the world—not in truisms and commonplaces, but in *new facts*.

I was fast asleep—floating murmurs, a gruff voice—"Hoy, you, Sirs, at Lisbon, what are you at?—Do you go cruising ashore, and up to the Queen's gardens, as of old, and laugh at the broad comic acting at the — theatre, without understanding a word of Portuguese, and lounge in the gorgeous St. Carlo, as we used to do—eh? Are the streets any cleaner? Are the senhoras as brown and as ugly as ever, and the men as monkeyish? Does our Ambassador ever ask any of you to dinner? Have you ever had any pipes of *unadulterated* port sent on board by the wine-merchants you protect? Can you walk the dirty streets with anything like safety at night, and no fear of some cowardly knife?" As these sounds wafted by, methought the current of my fancy whirled round to the Tagus, and the landing-place of the men-of-wars' boats, where the Hon. Jack Hopeful was stepping ashore out of the Captain's gig; he gains the reading-rooms, and asks particularly for the U. S. Journal; reads this with a "Pooh, nonsense!" but mutters to himself—"Egad, I'll answer this fellow, and tell Master Editor all about our goings on here, and how we manage to amuse ourselves—more fun now than such old buffers dreamed of. I'll just run up to Lady Kitty, as I promised her. Captain won't be down this hour; and, besides, we are particular friends privately. Old stagers have no idea how we reefers of family get on now-a-days. Ahem!"

There lay the squadron on the broad bosom of the Tagus, and to the outward seeming just as they did twenty years ago. The spirit of my dream dipped over the volcanic city, her hills and orange groves; wayward in its flight, it coasted round the rugged north, and hovered for an instant near the scene of the Spanish contention. Methought I saw the miserable uses of our gallant tars, mixed up with injustice and atrocity in the name of enlightened freedom! Alas for the world's madness! My once friend, are you there too at the head of the Marines?

My saddened spirit now fluttered to the south, changing this dark coast and "troubled waters" for the calm heat of Malta. The sounds followed. What, ho!—puissant Admiral, how do you wear? Keep cool in this great glare?—beware obesity! That beautiful and graceful girl your wife—pale, old—a grandmother! But your children are a comfort to you both. Fine house, much company, and the best—potent in the dock-yard. He advances down Nixmanjare stairs, amidst piles of oranges, figs, grapes. Why, this is the cornucopia of friend Sicily! The gig's oars are up. Ah! you grow old, my friend—and very, very stout.

Now, methought, my spirit touched its hat (so strong is habit!)—not even a friendly nod for "*kuld lang syne!*" Good Lord! how a little pride can eat into a natural good nature! Good bye, Sir ———: no matter.

The rocks and guns are just the same; the same white stucco, brown sand-stone, and white foam of the light-blue sea beating incessant. The home voices murmurs swell. "What are the ships about?" happy, idle, Mediterraneaners! The Admiral lies close off La Valette, still as a mouse. They have just piped to dinner. I spy the signal-Mid



intently fixed through his glass on the official flag-staff: no, not a bit of it—no occasion—no, it is directed to yonder veranda, where he sees the monstrous fine girl, Miss ———, he waltzed with at his Excellency's last night. Various voices—"Do these dances and card-parties go on as much as ever? Balls at Government-house?—masquerades at the theatre? Are there as many pretty soldier-officer's daughters wanting husbands? How are you off now for horses, and mules, and calashes, for inland scamperings?"

The Knights of Malta assemble at dinner—not *the* Knights of Malta (who, if three or four crawl about yet in the skin and bone in Paris, are nobodies!), but your real fat, stout, immense consequence Knights English, of Blue and Scarlet: to the Red the rock—to salt-water the Blue. They all put their legs under the mahogany in official intimacy and good-fellowship. Happily, to those must the youngsters of the field and flood still bow obedient: 'tis well; let them kick their heels up at Corfu and Naples. "Are the syrens as beautiful as ever at Messina?" whisper the old sea-dogs again! Let them reply.

Here the spirit of my dream suddenly planed over Timbuctoo, in a short cut to Madagascar. It was over the kraal at St. Mary's! The waiving hills alive with buffaloes; what glorious fat fellows! But what a noble race of blacks!—wild as their bulls, and still speaking French a little! The trees swarming, as of old, with chameleons. No change in the choral-beset channels of the shore to the watering-place.

And now I see a hackery and two white steers trotting gently with two Parsee merchants over the green at Bombay—the dullest place in India. The following voices hardly ask for things new here. The Elephanta is yet fast as a rock; all is as ever. Plunging down the ghauts of the Coromandel, Fort St. George reflects back the sea-breeze tempered rays. How! not a ship in the Roads! They are at the Sand Heads.

What a sea of yellow water and brushwood jungle! It looks death to my drooping wing. A stealthy tiger pops his head out at Sauger to quench its thirst;—enough! I fly up the Reaches of the River, just before the swift surge of the "Bore;" rolled in ten feet high by the impatient flood-tide. How it stirs up the mud!—how the Budjerows dance!—how the Panchways and dingies reel! A slimy alligator is rolled over and over in spite of his struggles, grubbing in the mud. The forest of shipping breast it nobly opposite the ghauts. This is Calcutta: the right bank—the vernal Howrah.

Voices faintly whisper, How gets on ship-building in the docks? Is the drive at sun-set to the Fort as gay as ever? Is the music as good as of the band of the fourteenth Foot? Do the *lal-shrob qui-his* of the writer's buildings enact as many queer pranks as ever on lamps, doors, and chokibedars? (worthy rivals of the Melton midnight painters, and knocker wrenchers of Windsor!) Do the motley fox hunts on the Howrah side end as usual—killing a baboon or monkey, and a glorious breakfast in the woods? Does the splendidly charitable Lower Kiderpore school still send out its hundreds of soldiers' children to play in the meadows? Few are the men-of-war docked at Howrah, doubtless, as too expensive; but does Jack over the rope-walk fish for jackals, as of old, in the first watch?—kept wide awake by their howlings in the wood behind!



As these thick-coming questions undulated through the air, the spirit paused; no echos answered "where?" but the howling of the jackals—methought still made night hideous. Away—away through the swampy jungles of the Ganges' mouths I flew impatient across the Irrawady, nor stopped to see how twelve years' peace had worked with the brave Birmans and their white elephants. The bright, countless hosts of islands of the China seas already were spread beneath me; the voices more faint and faint in questionings were solved in chaos;—all was in view, yet so indistinct, and blended in the confusion of distance and conflicting views, that the thread of my imagination snapped short. I was on the point of waking where I sat; the sounds of many voices seemed hushed, with one exception; I listened attentively:—thinks I, I have heard that gentle and persuasive tone before!—one of high station, still gentle, kind, obliging, patient,—strong in the humility of a broad philosophy. "O, what would you ask?" methought I said, unable at first to make out the words, "Speak, speak, yet speak again!" Breathless I listened while these words were gently whispered, "Ask of the fleet, how it now works? Take any one line-of-battle ship and frigate, ask how they do? Are the men happy, and convinced they cannot do better, or be better off? Are they given leave on shore in turn, whenever possible? Are degrading and useless black lists and stopping of grogs abolished? Are the midshipmen made to attend to their duty, so as to form a real and effective connecting link to aid the lieutenants, and not spoiled in the idleness or riot of their boyish folly? better too taut kept than too slack; the mast-head was better than arrest and courts-martial—better, far more congruous, they should be the drudges of the decks than the lieutenants, who may reason, and must do their duty. But from irrational and irresponsible youth nothing is to be had unforced, save laughing laziness. Let them have silver forks, and Hock, and Claret, if they can,—but on deck!

Is there a tolerable exact code throughout, or is every captain his own king, as of old? For discretion, how often read caprice; for good sense—absurdity and injustice! Men are not made captains for their best qualities, any more than Bishops or ambassadors. They are still good enough, as the world goes. Do they invariably keep a table, and have one Lieutenant, one idler, and one Mid, to dine with them every day? Does the First Luff, and a youngster of the morning watch, and the officer of it, breakfast with them? Do the officers have a Mid or two to dinner daily, and the Mate of the morning watch to breakfast? and the Captain to dine on Sunday? These good old rules cannot be improved on; pleading poverty in excuse for leaving off, is unwise—is contemptible.

In ships where a commander is appointed to help to nullify the first Lieutenant, are they not foolishly in each other's way? In the ward-room mess, if above, it creates an awkwardness on both sides; if as a messmate, on a level, he is but *de facto* making a first first Lieutenant—a most silly, and mischievous, and odious contrivance—hateful to Commanders, hateful to the Luffs.

Are the ships better manned and better found than of late? or, in the waste of hundreds of thousands, are the bulwarks within still doomed to vile yellow paint—the boats, the oars?—or, out of the

skipper's pocket (or dockyard management), do they shine in beloved green?

Are the officers in four watches, and the ships' companies in three, better than in three and two? and, if strictly and properly kept, enough for the energies of men?

Are there yet ships afloat who pride themselves on the minute reefing? on the quarter-of-an-hour shifting topmasts? Alas, if there are! Starting has gone by; but this is worrying, and useless, and doing a thing, to be sure, smartly, but not doing a thing well or seamanlike. Promptitude and vigorous dispatch is one thing—the hurry of childish vanity another.

The slow-and-sure ships of our fleet were always as good as the best! At the word "best" I awoke, and found my feet getting wet by the splashing of the coming-in tide. The lad that runs the machines down in the water, and draws them up by a windlass, knocked at the door to know what I was about. I was ashamed to say I had been asleep; for really a bathing-machine on Southsea, or on any other beach, is no place to "caulk" in. (N.B. They are better and much more moderate in price than the Boulogne or Dieppe ones.)

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#### SONG—ON THE NEW REIGN.

BY A NON-COMMISSIONED OFFICER OF THE ROYAL DRAGOONS.

Oh! can't you tell the reason  
 Why female hands so well can sway  
 The Sceptre of the nation,—  
 'Tis Gallantry's inspiring ray  
 That in each British bosom glows  
 So ardently, that round they throng  
 To guard the Throne from treacherous foes,  
 Who seek to do the nation wrong.

Then can't you tell the reason  
 Why female hands so well can sway  
 The Sceptre of the nation,—  
 'Tis Gallantry's inspiring ray.

Though faction for a season  
 May plume its wing and upwards soar,  
 Yet no domestic treason  
 Nor foreign foe shall vex our shore.  
 True British hearts will ever feel  
 A tenfold tie to bind him down  
 To honour and their country's weal,  
 When lovely woman wears the Crown.

Then can't you tell the reason,  
 &c.      &c.

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## SKETCHES OF MILITARY LIFE IN INDIA.

BY A QUEEN'S OFFICER.

## No. IV.

BENARES, or Kâshî, as the holy city is more frequently called by the natives, lay in our route. The civil station, and Seerole, the cantonment, are both at a considerable distance from the city, properly so called. The buildings most worthy of notice are situated on the bank of the river. I have already alluded to their appearance from thence. There is a large European community at Benares. At Seerole, which is the head-quarters of this division of the Army, commanded by a Brigadier-General, there are three regiments of native infantry, with a detail of foot artillery; whilst at Sultanpûr, a few miles to the westward, is stationed a regiment of native cavalry.

The hospitality of the residents at Benares, who frequently extended their invitations to Gazipûr, gave me frequent opportunities of visiting the grand resort of all pious Hindûs. Nor is Benares less a favourite residence of the followers of the Prophet, great numbers of whom have here established themselves, whilst the Hindûs are many of them mere birds of passage—pilgrims who arrive at a stated season to perform religious ceremonies, and carry away the water of the Ganges. These pilgrims travel in large bodies. I have overtaken them on the military road between Calcutta and Benares, and have met them in a remote part of the Goruckpûr district, and on both occasions in such swarms that for three or four miles I found it difficult on horseback to thread their mazes, each man having a bambû across his shoulder, from one end of which depends a vessel of the sacred water, and from the other his cooking apparatus, and a scanty supply of rice.

It would seem almost a matter of surprise how there should be so many idle people, or how they could afford to throw away so much time, and neglect their pursuits. If questioned upon this subject, they would probably return their usual answer, that "God fills their bellies;" but in truth a great proportion of them are paid for the performance of this religious service by some rich, *ergo* fat employer, who prefers saving his soul by proxy, and thus vicariously fulfils a sacred duty which involves a long and fatiguing journey.

The lofty houses, the narrow streets teeming with filth, and redolent of perfumes not quite so sweet as those of Araby; the Brahmin bulls, and the antiquity of the buildings of Benares, have been sufficiently commented on by all travellers. Besides the ghâts, the lions of Benares are—a very remarkable Hindû temple, the mân mundîl, or native observatory, built by Mân Singh, rajah of Jaipûr, and the minarets. The latter are two lofty octagonal columns surmounting the principal mosque, which owes its origin to Shâh Alum Gîr. Three internal flights of stone steps, numbering in all one hundred and thirty, lead to a small circumscribed gallery, whence on a clear day an extensive view is commanded over the flat country spread out below. Benares is distant forty-five miles from Gazipûr, into which cantonment we marched on the twenty-sixth morning after leaving Kân-pûr. Our first impressions were of a favourable nature. The comfortable appearance of the



long-thatched buildings occupied by the Government stud, and of the corresponding ranges forming the soldiers' barracks; the extensive plain in front used as the parade-ground, and bounded by the race-course; the verdure of the neighbouring fields, cultivated with oats for the consumption of the stud; the small surrounding villages peeping from out of numerous groves of mango trees—these viewed under the favouring influence of a lovely morning at sun-rise, induced us to congratulate ourselves on the exchange we had made for the rocky soil, smoky bazârs, and dusty roads of Kânpûr.

The cantonment of Gazipûr is situated upon a concave bend of the river, consequently upon the more elevated and steeper bank, the opposite one being low, shelving, and sandy. The Ganges is here divided into two streams by a small island. The principal channel, about four hundred yards across, runs past the cantonment. The small one is almost dry during the hot season. The island, which is partially inundated during the rains, is scantily wooded and well cultivated, abounding with quail, with which the sportsman may fill his bag morning and evening.

The houses occupied by the officers line the bank of the river, or skirt the roads parallel to it. The majority were built by Government upon a commodious plan; but having since become private property, successive proprietors have made such additions and alterations as to detract considerably from their uniformity. They rent at sums varying from forty to eighty rupis per mensem. Each house has a large compound or inclosure, containing stables, outhouses, &c., and including a garden, affording ample supplies of vegetables and fruit. The latter is produced in great plenty at Gazipûr. In some of the gardens are grown tropical fruits in all their varieties, as well as many of those common to England.

Although the European community at this station does not amount to one-fourth of that at Kânpûr, it nevertheless has the advantage of a church, which was completed during our occupation of this quarter. In the interior fitting up of the building far more taste has been displayed than in the external form; although on the latter score we can scarcely censure the architect, if, as I have been informed, the Government instructions were, to erect, at the least possible expense, a church capable of containing a given number of persons. In front of the church, and exactly opposite the principal ghât or landing-place from the river, is the tomb of the Marquis Cornwallis, a former Governor-General and Commander-in-chief in India, who died in this neighbourhood. From this building to the river side extend a double row of firs, which probably, in the course of time, may shade the road which they now line on either side. The temple, containing the sarcophagus, is of the Roman or ornamented Doric order, and is entirely constructed of a description of freestone from Chunar, which place, from its proximity, afforded a convenient depôt for the material.

The sarcophagus is a cubical block of white marble, bearing on one face a profile of the Marquis, with an inscription of some length in English; on either side of which stand the representatives of the two grand classes composing the Indian population; a Brahmin on the one hand, a Mûllah on the other: both figures are excessively characteristic. The flowing drapery of the oriental costume appears to much advan-

tage, contrasted with the inelegant habiliments of the figures which occupy the opposite face of the block. The reverse has the same inscription in the Persian character, and its supporters are two Grenadiers—one an European, the other a Sipahi, who are thus somewhat appropriately tendering at the point of the bayonet whatever we deign to confer upon, or address to the natives. These two figures, in their stiff unmeaning European dress, are far inferior to the other two in interest, as in point of execution. The British Grenadier, indeed, has a most Yankee militia-man appearance, and is as unlike his prototype of the present day, as any of those very respectable but comical-looking gentlemen in surtouts and three-cornered hats, who may be seen in the plates of “Muller’s Art of War,” shouldering a pickaxe or shovel, and strutting about the ditch of the body of the place. The sarcophagus stands upon a lofty basement, which is ascended by a handsome flight of steps. The whole building is surrounded by a strong iron railing of an appropriate device,—a precaution sufficiently necessary to guard against the destructive propensities of visitors. I believe it cannot be denied that the English are peculiarly obnoxious to the barbarism of carrying away a trophy from every work of art which they may chance to behold; and if, as in this case and many others, a difficulty should exist, either from the bulk or solidity of the object, in gratifying their mischievous propensity, they do not fail, under such circumstances, to record upon it, either through the agency of a pencil, a piece of charcoal, or a knife, their names and the date of their ever-memorable visit.

At about a quarter of a mile from the officers’ quarters, and facing the country, are six ranges of thatched buildings, capable of accommodating about a wing of a regiment: in advance of these are some smaller houses occupied by the non-commissioned staff, the main or quarter guard and the canteen. The remaining wing of the regiment is quartered in six other ranges of barracks, distant from the first nearly three hundred yards: these last have been converted from their original use as stables, since the removal of the regiment of cavalry, which in former days was stationed here. Adjoining these barracks are the stud stables, being, indeed, a continuation of the same buildings. Here are kept the colts sent from the breeding stud at Karunta Dhî, a small station about thirty miles lower down the river. The colts are sent hither when four years old, and a certain number are submitted every year to the inspection of a committee of officers, which assemble at Gazipûr for the purpose of passing horses into the mounted branches of the service. The Horse Artillery, Dragoons, and Native Cavalry, each furnish a captain or subaltern as members, who, with a field-officer as president, form the committee. Each branch is permitted to select a certain number of horses as officers’ chargers. The Horse Artillery then claim their remount, as requiring the strongest cattle: the Dragoons have the next choice, and the Native Cavalry get what children call *last choice*. The horses rejected as unfit for the service are sold on account of Government. A great number of stud cattle, undersized, blemished, and unsound, are disposed of by auction both in Calcutta and at Gazipûr. I believe that for twelve hundred rupis any individual proposing to purchase may at any time select from the entire stud at Gazipûr. Some of the best bred cattle show a good deal of English blood: they are taller than the Arabs, and much better calculated for harness.



indeed, some prefer them for the saddle. They are, however, certainly not so hardy, and not generally so gentle in temper. The stud department is officered from the Line, which furnishes twelve or fourteen functionaries for the different branches of the establishment at Hauppur, Hissâr, Gazipûr, Karunta-Dhî and Pûssah, in the capacity of superintendents, assistants, &c. At Karunta-Dhî, the stallions of the central stud are kept, many of them noble English horses; by the side of whom the Arabs appear but ponies. The stables, both here and at Gazipûr, are kept in excellent order; and all the cattle, to judge from their appearance, are capitally groomed, fed, and physicked.

Lord William Bentinck, who perhaps entertained doubts as to whether the advantages of a Government stud were commensurate with its expense, made a very minute inspection on one of his visits in this quarter. No important change, however, resulted from this personal investigation on the part of his Lordship, whose *penchant* for prying into minor details is proverbial in India, so that it is more than probable that he may have discovered in the stud, the usual result of his labours, namely, *a mare's nest*.

The air of Gazipûr is pure and healthy; the rains are not generally severe, nor the heat intense, except during the months of April and May, when the hot winds blow with considerable violence. From the middle of October till the 1st of March, the climate is agreeable, and, during a portion of the time, a blazing fire on the hearth is a very comfortable companion in the house. The mornings in particular are bracing, and afford every inducement to rise at gun-fire and take a gallop over the fine open country which surrounds the station.

The roads in the vicinity are numerous, kept in good repair, and afford many pretty drives; that communicating between the city of Gazipûr and Benares is, for the greater part of the way, planted with mango trees, which have many of them attained to a great size, and afford perfect shade to travellers. Here, as in most parts of India, substantially-built wells frequently occur on the road-side, offering rest and shelter as well as refreshment to the weary pedestrian. The northern side of that portion of the Benares road which skirts the cantonment is for about two miles entirely occupied by rose-gardens, or rather by extensive fields of roses. Gazipûr is renowned for its rose-water; and strangers arriving at the ghât, or passing the city and station by water, have in vain sought to discover the lovely gardens of roses which they had painted in their imagination, and, sulky at their disappointment, have vented their spleen upon every other object that has presented itself. The matter is easily explained by stating that the rose-gardens are distant about twenty minutes' ride from the bank of the river, and that the roses of Gazipûr, like all others, have their time and season. During the winter months it is truly pleasing to gaze upon a succession of large enclosures, each thickly planted with rose-bushes in full flower. To see them in perfection it is necessary to pay an early morning visit, as all the full-blown flowers are gathered for use at or soon after sunrise.

The native city of Gazipûr is distant about three miles from the cantonment, or two from the civil station, which is interposed between them. It is not very extensive, but like all other Indian cities it appears populous, for whatever houses there may be are sure to be crowded



with human beings of all ages, chiefly women and children. All native towns are alike dirty and ill built: the same smell of oil, ghi, spices, tobacco, and garlic pervades the whole of them. Crowds of people are passing and repassing through the narrow streets, though apparently but little business is done. In the cloth-merchants' shops a few fat fellows may be seen squatted, quarrelling about the texture of a piece of stuff, whilst another in the corner is surrounded by bills and ominous-looking books. The *Hulwai* next door, his whole body begrimed in filth and redolent of ghi, is mixing up a dirty-looking mess in an iron cauldron, the contents of which will in due time be disposed of as sweetmeats. The dyers' shops are numerous, and are known by the *chuddurs* and strips of every variety of delicate colour streaming from the upper story of the house. The tobacconist has large conical cakes of prepared tobacco displayed on a board before him; it is ready for use in the *gūrgūrra*, and resembles so many heaps of black mud, with a few sprigs of flowers stuck in them by way of ornament. The shoemakers' shops are likewise numerous, and have rather a gay appearance: their stock consists of three or four hundred pairs, of which samples are exposed of every quality, from the plain unadorned black or brown leather brogue to the cloth or velvet slipper richly embroidered with gold and silver thread.

It is inconvenient to visit a native town otherwise than upon horseback. In any wheeled carriage you are liable to obstruction by meeting a hackery or bullock cart, and there is seldom room for two vehicles to pass. On foot you are subject to contact with the filthiest of human beings, or to be jammed between the wall and a pack-bullock. On Indian roads, more than on any others that I am aware of, the undivided attention of riders and drivers is requisite to guard against accidents: numerous children and even infants are for ever sprawling in the road, and pedestrians, who invariably seem to prefer the centre of the carriage-way, never attempt to move aside until your horse's head is almost in contact with them. This, I think, may be attributed to two causes: firstly, the universal habit of enveloping the ears and indeed almost the whole of the head in a large cloth, which serves as a protection against the sun, thus impeding their hearing; secondly, the slow rate at which all the humbler description of conveyances travel in India, and the custom which prevails when any great man is approaching, either in a palanquin, or on horseback, of having two or three attendants running in advance to clear the way; hence the idea of danger does not occur to pedestrians.

At the eastern extremity of the city, on a projecting bank of the river, stands the ruin of the palace known as the *chuhul sitūn*, or "forty pillars." A lofty and handsome gateway reached by a flight of steps gives admission to a spacious enclosed court, containing the remains of out-offices and servants' dwellings, now occupied by pariah dogs and the lowest class of natives. Beyond are the ruins of a two-storied house, built in the native style. That portion of the pile which seems to have given a name to the building still remains in tolerable repair; it consists of a small octagonal chamber, raised upon a basement which is washed by the Ganges below. The room has no permanent walls, but is partly enclosed by rows of pillars, far exceeding forty in number, which support the roof; it is circumscribed by a trench intended to receive a

supply of water, probably for the purpose of moistening *tatties*, or mats of fragrant grass, with which the intervals between the pillars might have been closed.

The only troops at Gazipûr, in addition to the King's regiment always stationed there, are two companies of native infantry detached from Benares and relieved every two months; these last furnish the guards for the Collector's office and treasury, the regimental bazaar, &c. This force is not allowed to constitute a garrison, at least no allowance is made for a Commandant. The duties of regimental officers here are less onerous than at the larger stations: an occasional call is made for a quota of officers to sit on general courts-martial at Benares and Danapûr. Committees or boards of survey are here as numerous as everywhere else in India. I have already alluded to the frequent occasions on which the military in this part of the world are called on to perform this duty. An officer from England will not fail to remark the extraordinary acquirements which he is assumed to be possessed of, judging from the manifold and varied subjects upon which he is in India required to pass an opinion. He is suddenly warned to attend as a member of a Committee at a certain time and place: on one occasion he finds himself called upon to inspect and report upon the seaworthiness or capabilities of a boat of a form and construction which is perfectly new to him; on another he is required to give an opinion upon the mode in which brickwork or masonry has been performed, or to assign a cause for the tumbling in of the roof or collapse of the walls of a building; the next time he finds himself condemning elephants' housings, and approving of new ones for the service of Government, or indeed he may have to pass judgment on the elephant himself. The following morning he will find an array of old hospital clothing, leaky tin pots, broken knives, smashed crockery, and other superannuated utensils, paraded for the especial gratification of his eyes and nose. Indeed nothing can be done or undone in India without a committee. This, however, I presume to be merely one of a series of admirable devices, by which the Honourable Company proposes to secure itself against pecuniary loss.

Another novel duty which devolves upon the King's Officer in India is that of military courts of requests. These are of two kinds—European and native. The first is composed of a Field-Officer as president, with six members and an interpreter. It is assembled monthly for the investigation of claims for debts contracted, not exceeding the amount of four hundred rupis, both parties being resident within the limits of the military cantonment; these usually are camp-followers and soldiers, officers and their native servants, who sue for the recovery of wages, &c. This may be, and I believe is, a very necessary tribunal, but the duty, from its very nature, cannot fail to be a particularly disagreeable one. As the rules for the guidance of the members are not by any means distinctly defined, there prevails much doubt and consequent irregularity in the practice of these courts. This has often been brought to notice, but the evil has never been remedied. These courts, which were evidently instituted for the protection of the natives in their pecuniary transactions with their European employers, are open to another material objection; for, whilst they afford a facility and even hold out an inducement to individuals to institute suits and cite whom they please,



on the other hand they fail to afford any protection to a person who may be unjustly proceeded against. Thus, in the case of a master and his servant, the former is entirely at the mercy of the latter, who may sue him for any unjust or imaginary debt, to which proceeding he is encouraged by a hope, which experience has taught him to entertain, that his own plausibility, the incapacity of the court, or the disinclination of his master to appear and defend the case, may ensure him the whole or a portion of the sum claimed; at all events he hugs the satisfactory reflection that, even if he be cast, it is not competent to the court to inflict upon him a fine or punishment of any sort, though it may be manifest that the claim is groundless and vexatious. The power of fining in certain cases should be conferred on the court, as the custom which prevails in civil courts of requests, of exacting a small fee for registering suits, is dispensed with in the corresponding military tribunal, where it thus occurs that not the slightest check exists upon the extortionate roguery of that class of natives whose principal intercourse is with Europeans. Lastly, to be enabled to come to a correct decision upon any matter which involves the pecuniary concerns of a native, a considerable knowledge of the national character is indispensable; this is only to be acquired by a constant intercourse with the people, a thorough knowledge of their language, and a close study of their peculiarities—qualifications which, I regret to say, were wanting in nine-tenths of the Anglo-Indians with whom it was my lot to come in contact.

In the justice of the opinions I have above expressed, I am confirmed by my own experience as a constant attendant as interpreter, both at European and at native courts of requests. These last are constituted differently from those before described; they are convened to decide suits in which *both* parties are natives. Three or five native commissioned officers sit as president and members, assisted by a European officer of subaltern rank (always of the Company's Service), whose duty as superintending officer is to conduct and take down the proceedings in writing, without being invested with any judicial character. An interpreter likewise attends these courts as the channel of communication between the superintending officer and all other parties present.

It was gratifying to observe, in many instances, the justice of the views which the native commissioned officers took of the cases which were submitted to their investigation, and the rapidity with which they were enabled to come to a decision upon them, owing entirely to their acquaintance with the character and genius of the people with whom they had to deal—a knowledge which afforded them the means of penetrating through the veil of ingenious fabrications and plausible fictions, in the ready concoction of which the natives of India are more than usually expert. They are a race much more addicted to the use of their tongue than their hands. Observe two of the lower classes quarrelling—both parties will assume a threatening posture, and, after a succession of frantic attitudes and violent gestures, one of them will rush furiously at the other, but, at the instant when you expect nothing less than a knock-down blow, the hero drops his hands, and hurls forth a volley of the most terrific abuse; then comes the turn of his antagonist, who is equally frothy and energetic, and in due time arrives at the same “most lame and impotent conclusion.”



Take a man from the lower classes in England, put him into court; far from addressing it, he will show much embarrassment in even answering questions which may be put to him to elucidate his own case. Place one of your Indian menials, or even the most abject of his countrymen, in the same situation; give him his cue, he will throw himself into what we might perhaps call a theatrical attitude, and will forthwith deliver himself of an oration, accompanied by appropriate action, with a fluency worthy of a special pleader.

I have above depicted the native commissioned officers in a favourable light, but I must add that I believe I have introduced them in the only character in which they are a credit to their situation or of use to the service.

Their total inefficiency is admitted on all hands. The adherence to a seniority system in promotion from the ranks ensures a man to be fit for nothing but superannuation by the time it becomes his turn to receive a Jumadar's or Sûbadar's, *i. e.* a Lieutenant's or Captain's commission. Intelligence, probity, or superior proficiency in military acquirements are as nothing compared with the recommendation of having outlived fifty or sixty other men. Is it to be expected that men thus advanced to rank should be useful to command others? or that they should possess, either in mind or body, that activity which is so essential for the due performance of the duties which ought to be expected from them? As members of courts-martial their incapacity is proverbial, and as a proof of the confidence reposed in them on parade, or in the field, I may adduce, that, in the absence of the European officers, the English serjeant-major attached to each native battalion is empowered to supersede in the command any native commissioned officer.

Several attempts have been made by European merchants to establish themselves at Gazipûr, but the speculation has invariably failed, owing, I suppose, to the limited demand and consumption of so small a community; besides the native merchant will always undersell the European, for his less expensive habits and mode of living enable him to rest content with smaller profits. The supply of European commodities at Gazipûr has been engrossed by a fat Portuguese half-caste, and a still fatter Hindû, each of whom, upon receiving an investment of goods, was wont to circulate a catalogue of the fresh importations, a document which, whether we regard the heterogeneousness of its contents, the absence of lucid arrangement, the caligraphy, or the total contempt of orthography it displayed, I may venture to pronounce unrivalled. I only regret that I cannot accommodate the lovers of laughter with a copy of one of these curiosities, which would form a very suitable contribution for the Comic Annual.

Our social circle at Gazipûr was small enough; the few civilians attached to the station constituting the only addition to our regimental party: from them, however, we met with every attention which we could have desired. In this respect, indeed, we were particularly fortunate, as during our protracted stay at Gazipûr the utmost cordiality ever prevailed amongst us. I gladly seize this opportunity of paying a just tribute to the uniform kindness and unbounded hospitality which, with many others, I experienced at the hands of our cotemporaries at this station in the Civil Service.

Although the climate of Gazipûr is comparatively good, it is far from being exempted from the influence of that arch-enemy of all those

restless spirits who can find no charms in sitting at home. I allude to the hot wind, which, between the months of March and June, blows with such violence, as to keep close prisoners to the house all those who have any regard for comfort. None but such as have felt the hot wind in India can have a conception of its intensity, and the suffocating sensation to which an exposure to it gives rise. It lasts usually from eight in the morning until sunset, and sometimes till a much later hour; and, during this season, the craving for a something to "moisten one's clay" is such as to make the consumption of claret and pale ale equal, I should think, to that of all the rest of the year put together. On the other hand, there is a corresponding diminution in the demand for edibles; indeed, were it not for the quails, which are carefully reserved for this period of suffering, and for the ortolans, which Providence most opportunely sends in company with the hot winds, the repugnance to eating would be almost insurmountable. Quails are very numerous about Gazipûr; during the cold weather, when they are most plentiful, the natives snare them in great numbers, and sell them alive at from four to six rupis the hundred. Residents are thus enabled to purchase a supply for the hot weather; placed in a dark room or out-house, these birds thrive very well for months: their pugnacious propensities are proverbial; to obviate the fatal consequence of these, recourse is sometimes had to the cruel practice of depriving them of sight. A tealery is likewise an occasional adjunct to the farm-yard, and yields a very agreeable provocative to the appetite, under circumstances when eating is viewed rather as a labour.

The ortolans, which, as I have before said, have been wisely ordained by nature to make their appearance and come into season with the hot winds, abound at this juncture, when they are most wanted. The race-course, and indeed all the plain in front of the barracks, swarm with them, and a war of extermination was waged against them by Europeans and natives: the latter would remain out all day (about noon was the best time for such sport) bagging them by scores. The native sallies forth with a screen, formed of bambûs and reeds or grass, and a match-lock, or a long single-barrelled gun, carrying an enormous charge; thus rudely equipped, he was, I think, more successful than the European with his detonator, although the second barrel conferred on the latter a decided advantage.

This sort of work being *shooting for the pot*, and nothing else, the plan is to look round for a spot of ground, blackened by these little creatures, approach as near as possible, rake them on the ground with one barrel, and discharge the other into the flock as it rises; then make a rush with your attendants and pick up the killed, maimed, and frightened, which last are numerous enough. Fifty or sixty ortolans are frequently gleaned as the result of two shots, and on all occasions many are overlooked, as from the colour of the bird, and its diminutive size, it is not easily distinguished on the ground.

During the rainy season, which immediately succeeds the hot winds, every precaution is necessary at the dinner table to guard against the numerous chances of swallowing a myriad of insects with your meal. Covers are provided for your glasses, and, should you omit to replace one of them after having imbibed, you may be certain at the next glance to find your wine or beer thickened with a legion of specimens of strange and loathsome grubs of all shapes and colours; your soup must



be despatched with the greatest rapidity, and it will require your undivided attention and constant endeavours to fish out the numerous intruders which will be infesting your face, buzzing about your ears, and becoming entangled in your hair,—lucky after all, if you escape that climax of horrors, of discovering (or fancying it, which is as bad) that a flying bug has eluded your vigilance, and been transferred to your mouth with the last spoonful of soup; all this, too, in spite of the precautions which are adopted, of keeping the room shut up as closely as is compatible with the ingress and egress of servants. But the utmost care in this respect avails but little; at this period of the year, when, after the dry summer heat, a deluge of rain falls, the combined influence of heat and moisture having the effect, not only of hastening the vegetative process in a degree almost miraculous, but of calling into life and activity myriads of creeping and flying insects.

The cold weather is always the season of festivity in India: for the first three years we were at Gazipûr a very fair race-meeting was held, which attracted all the sporting characters and pleasure hunters from the neighbouring stations: for a week every house was crowded, and the residents took care that there should not be a blank day or evening; but the station was suddenly emptied; the visitors hurried off, some perhaps with their pockets rather fuller, and others with their purses considerably lightened of the circulating medium. When I speak of purses it is only figuratively, for a purse is an article never seen in India, at least amongst Europeans: the latter certainly hold out no lure to highwaymen, for I never was acquainted with one who carried a coin of any sort in his pocket. The sirdar bearer is the treasurer, and to him all pecuniary applications and references are made.

The gold mohur can now be scarcely said to be in circulation in Bengal; notes are almost exclusively confined to Calcutta and its environs, so that in the upper provinces there is nothing current of greater value than the rupi, a coin which it is vastly inconvenient to carry about to any large amount; at least, such must have been the opinion of a gentleman at Gazipûr, who, on settling-day after the races, brought his money-bags in a cart of rather imposing dimensions.

During the period we were quartered at Gazipûr, I had an opportunity of making a shooting excursion to the neighbouring district of Gorruckpûr, remarkable for the plenty and variety of the game it affords. The *Turai*, a wilderness, or unreclaimed tract of forest and bushwood, which bounds this district towards the Himalayan range, is the grand resort of tiger shooters, during the hottest months of the year, when those lords of the forest are drawn from their fastnesses in search of water, which is exhausted in the *jhîls*\* by the summer heat. It was in the month of January, 183— that I started with a friend in the Civil Service, who invited me to accompany him on this trip, and whose uniform kindness to me I bear in grateful remembrance. I could not have been more fortunate in my host and companion; he was enthusiastically devoted to field sports, an excellent shot, and well acquainted with the localities of the country we were about to visit: to these qualifications he united abilities of a high order, both professional and literary.

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\* Lakes, or small bodies of water.



## SATURDAY NIGHT AT SEA, IN 1837.

‘WELL, my eye and limb,’ said old Ben Brace, after his fortune had been paid over to him, and he become a gentleman at Greenwich, although he never changed his uniform coat, but stuck on his three-cornered scraper in the old style; ‘my eye and limb, Bob, if ever I thought the Service would come to this!’

‘Come to what?’ said Bob. Now, I dare say, you are one of those Consarvative gentlemen, as they call them in the paper, who would have the Sarvice continue just the same as it was when old Jervis was off St. Vincent, or Nelson off the Nile.”

“And when,” said Ben, “did England see better days, or have better seamen? Shôw me the fellow now afloat who would wear a buckle on his shoe, or a tail from his head—who would not turn up his nose at the baccy-box, and call a clay pipe a vulgar consarn. Lord love you, Bob! you would not know these chaps now; they are no more like us old sailors than an alligator is like a fishing-boat. I tell you, Bob, I have had a cruise in a frigate, and just come back into port, and, if all the stiffness is not taken out of your wig by this cursed rainy weather, I’ll make your hair stand right on end as if your head-gear was made of marlingspikes, and would require a ropemaker’s haik to get it flat again!”

“Why, Ben, what can you have seen that I have not seen? Have you got a glimpse at the sea-serpent, or been run on board of by the Flying Dutchman?”

“Much more wonderful than that, Bob, I can tell you. Now, I dare say, if you were to guess from July to eternity you would never guess it; and when I have told you, I’ll be bound for it you will not believe it.”

“Out with it, Ben; I’ve a swallow as large as a shark, and can bolt a whole ball of yarns, if they’re ever so long, or ever so sticky.”

“Well, then, we’ll try. What do you think these new chaps drink of a squally evening?”

“Grog, to be sure! what else should they swallow?”

“Tea, Bob!”

“Tea, be d——d! I can’t swallow that, Ben. What! a sailor—an old jolly English sailor—drink Hyson mundungo, three halfpence a cartload—stuff with which they used to dunnage an Indiaman hold, and which was a precious villanous mess mixed up with bilge-water, and none the better for being boiled like cabbages! Oh, that won’t do, Ben; so bring-to-a-fresh, and heave round on another cable.”

“I’ll tell a plain truth, Bob, and you may believe just as much as you like about it; but before we go to sea, you shall hear how they get on in harbour. I got liberty to have a cruise the other day, and away I started for Portsmouth. I remember the day the old and the young, the rich and the poor, the sick and the healthy, came to see Nelson embark, and I thought to myself that many a man who looked upon old Ben with envy at that moment would not care any more about him now than a dog would for his grandfather—a poor old fellow like myself, with only one arm and one eye, in the Greenwich-cut tog-gery, and obliged to hold on my hat in a breeze for fear it should twist my head round if I was caught in an eddy. Away I goes on board

the Rocket, and, to be sure, they drove us down at a swinging pace. When we stopped, I steered a course for Common Hard; but every blessed thing seemed different: the town looked smaller; the streets looked narrower; and I began to think Nature had taken a reef in my left eye, and that I was looking through a smaller glass than when I was young and active. Everything was altered: the streets, which seemed crammed with Jews and women in the good old days, were now half overgrown with grass; the rough, good, honest set of seamen, who used to roll about the place, were all superseded; and instead of a tidy young creature with a cap on her head and a white apron over her breast-works, I'm blessed if every cobweb-brusher did not turn out clean for muster with bonnets large enough to fit the jib of a three-decker, and as much parcelling round their bodies as would be clapped in the hawse-hole of a ship at Spithead in a heavy gale. But there were two sets, at any rate, not altered—Gosport boatmen, and Point ladies; and as I went down for a cruise, I soon steered away for the Jolly Sailors.

“The house stands, Bob, just where it did during Nelson's time; Scrapehard, the chap which danced and fiddled on the coach at the wedding, is clapped into a case himself; the landlord has become a tenant of the soil; and the decks of the house have been holystoned, and look as white and as clean as the marble pavement in the church at Greenwich: it was all changed; and had not two or three ladies been kind enough to chant a few verses, in which I soon found out that the language had not been much altered, I should have believed myself in some other place than the Jolly Sailors at Common Hard.

“Seeing that the coast was pretty clear, and that I was considered as a hulk laid up in Rotten-row, I got clear of the singers without leaving a note behind me, and I steered away for the Parade. It did my eye good, Bob, when I saw a frigate at Spithead all a-taunto and ready for sea. She was the pride of the place, for she was the only ship in that roadstead, where we used never to anchor without finding some one else to keep us company. Here, again, I thought my eye-sight must be worse than before, for, although I kept a steady look-out aloft, I could hardly see a block or a rope—she seemed more like a yacht than a vessel to run alongside of a Frenchman.

“As evening got on, I returned to the Jolly Sailors, and I soon found that the room began to fill, and we should have a spree. An old fellow like myself, I thought, would escape notice; but I soon found I was mistaken. Every blessed one of the men who came in offered me a share of their grog; and says I to myself—‘Thank heaven! the good old generous straightforwardness of the seaman has suffered nothing from the change of their outside gear, and I here see in the English tar the same readiness to share his grog, or to help a friend in distress.’ As I was the richest man, I volunteered to stand treat; and to this there was no objection. I told the landlord to fill the grog-tub to the brim, and, by way of doing the thing as I remembered it, I made him mix the stuff, half-and-half, in a bucket, which we placed on the table, and every man was to take his allowance, without a hint from the purser's steward, or the mate of the tub, that he was more free and easy than was requisite.

“As this came from my heart as generously as a sailor ever gives a

thing, the landlord seemed to think that it would be better to pay and go like a hawser from a boat ; so that when the bucket was brought in he asked for his money, and I flung about the sovereigns as we used to do Spanish dollars during the war. I told them many a yarn—I knew every man of any character in the Navy ; at least I mean those old ones whose names will be kept in remembrance by all the inmates of the Hospital, and handed down one to another, like an old house from father to son.

“ I told them of Hardy, and, says I, we serve under him yet, and he is just the same kind-hearted brave fellow he ever was. Well, Bob, I got my old blood warm when I thought of Trafalgar, and I spun the yarn just as clean off the reel as our showman at the Chapel gives out his description of the picture over the altar, when he begins, ‘ The figures in the foreground,’ and so on, pointing out Paul shaking the *wiper* from his hand, and ending, ‘ painted by West, and valued at 10,000 guineas.’ Well, I must say, they were preciously polite, for they listened to my yarn, and did as they were desired ; for they soon emptied the bucket, and at it again. Go it, my hearties, said I ; if you drink as much as I will pay for, you wor’t answer muster on board your ships for many a day. Well, as they got bowsing their jibs up, they seemed to feel a little pressed about the head, and when they began to dance they steered rather wild.

“ At ten o’clock they all were as hazy as a morning in the Channel with a S. W. wind, in the month of February ; but they knew well enough that the liberty-boat would be on shore for them at that hour, so they shook my hand with the good old grip of friendship, and asked me to pay them a visit on board of the *Magicienne*, which frigate was at the moorings, refitting for service. Some others belonged to the *Mosquito*, and one or two answered muster on board the *Queen Charlotte*. Not one slept on shore—they had been surfeited with that ; and I fancy, from the number of chinks behind the door of the Jolly Sailors, that they had run their purses out to the clinch, and in all probability would cut that and make sail. ‘ Well,’ said a half-dozen of them at once, ‘ I hope Mr. Brace you’ll come on board to-morrow and see us, when the work’s done, and we pipe to supper—we can always manage to land you safe, and you need not fear being pressed in these days.’

“ ‘ I’m not afraid of anything in the universal world,’ says I—‘ there’s no man ever saw Ben Brace bob at a shot, or shrink at a squall. I couldn’t lay out now on the weather yard-arm as I have done ; but if I saw the topsails lowered, and the hands sent aloft to reef topsails, my heart and soul would be riding cock-horse on the yard-arm, and I should be hauling out the earring with my teeth, and securing it with my hand. I’ll be on board and see you, my lads—I’ll sing you a song which shall make you wish that the peace establishment had gone to war’—so, giving them a good hearty cheer, and singing, ‘ When abroad on the ocean we meet the proud foe,’ I tacked ship for my night’s mooring, and I turned in and slept like a First-Lieutenant when the ship’s at sea.

“ Well, the next day, about five P.M., I got alongside—they let the old pensioner on board—and I was handed below to one of the berths. After mustering my friends, I got on deck, and began to see what changes had been made in thirty-two years ; for I left the Service just after Trafalgar, and got into ordinary at the beginning of 1806.



“When I shook hands with my messmates on board the *Victory* for a full due, sailors were sailors—our rig was as follows. If I’m wrong, Bob, you’ll tell me of it. First and foremost, our tails—they hung from our heads to our stern-post—all the ship’s company wore them—and every boy in the ship greased his skull twice a-day, to give him a chance of getting a tail and a tidy set of ringlets. Then, as to the tie, that was a regular affair between man and man—it used to be tie for tie, and d—n all favour. Then came the open neck, the checked shirt, and the black neckerchief tied in a running knot. If a man could sport a Guernsey frock, all the better for him. Then there was a pair of trousers as tight across the hips as a lady’s stays, with plenty of spare canvass in the legs—and on our shoes we had buckles as large as these things were in the Hospital; whilst the toe of the shoe was almost hid by the large broad ribbon, if the tar used a tie instead of a buckle. Now, Bob, all that’s altered; the head is cut as round as a skimming-dish; there is not a fid of grease used in a twelvemonth; and if a man has a curl which he has nursed for his sweetheart, the ship’s barber cuts it off and gives it to the quartermaster, to make the fly of a dog-vane. Then, bless your heart, the petty officers have got things on their arms like our porters wear, only one is in the shape of an anchor, and the other like a plate; and Bob, would you believe it? these new-manufactured seamen wear braces, have trousers cut close to the leg, and work in pursers’ shoes, which are large enough for jolly-boats for ten-gun brigs. Instead of the regular fine old hairy tar you may see a set of smock-faced boys; instead of the knife stuck into the waist, or secured by a lanyard, bless your heart! some of them fasten it with a chain of hair or a dandy-coloured ribbon. Well, I looks at all this, and shakes my head; for, says I, we did very well with tails and large trousers, and, as it gave a certain distinction to our tars, I would rather they had been preserved.

“The work was done, and I was shown down below, and, by-and-by, along comes one of the mess with a set of cups and saucers, and claps on some sugar in a basin. ‘All right,’ says I; ‘they’re going to give us a cup of hot flip, and they use them cups for fear they should burn their fingers;’ so I got twisting mine about, and wondering why it did not come, when one of the side-boys comes hopping along the deck like a monkey over hot coals, and he shoves a piece of paper, made for all the world like my cocked hat, on the table; then away he flies like a shot out of shovel.

“‘I am afraid they can’t come to meet you, Mr. Brace,’ said the man.

“‘Who’s *they*?’ said I.

“‘You had better read,’ said he; ‘but I forgot; perhaps you can’t read—no offence, Mr. Brace—but when you went to sea edification was not a general thing.’

“‘No offence,’ says I; ‘tip it here. I can read as well as the clerk in the church; but as for edification, its my opinion he was not a General; at least I don’t remember his name. Let’s have a look. Why it’s written with long tails to each word, and as many flourishes as old Gravina used to make at the end of his name.’ Well, Bob, what do you think it was?”

“Can’t say, Ben, without it was a stave made for old Brace.”

“ Lord love you, heré it is ! I kept it. ‘ The jolly-boats’ crews of the Mosquito are very sorry that they cannot drink tea this afternoon with the 8th mess of the Magicienne, as the First-Lieutenant has ordered them to be ready to fetch sand and holy-stones at the hour mentioned.’ ”

“ Oh, gammon ! ” said Bob ; “ d— me if that does not beat the Marine on the Fame, who could not drink his grog because a cockroach had run over the pannikin ;—jolly-boat boys drink tea ! why, I suppose they have a spare set of teeth to crack biscuits with. Ben—Ben, the sooner we top our booms and make sail after old Tom Tackle the better.”

“ Avast heaving, Bob ! we shall go in that tack quite fast enough, without slipping our own cables ; when old age heaves round the capstan, and death is standing at the night-heads to see when the anchor’s a-trip, its high time to talk of piping belay : but listen to my yarn ; after I had read the note,—always being a man of good manners,—I said, ‘ precious sorry for this,’ meaning, in my own mind, the humbug of the thing, when a chap claps a kid full of hot stuff on the table.

“ ‘ Shall I help you ? ’ says a smock-faced fellow to me.

“ ‘ Much obliged,’ says I ; ‘ but it’s every man for himself, and God for us all ; ’ that’s a kind of grace, you know, Bob ; ’ and I dipped in my cup, thinking it might be flip, when curse me if I did not get an allowance of tea, which would have made a Mandarine cough for a fortnight. As my stomach thought it was on board a ship, it gave me notice that it was not going to be swamped with hot water, and I was standing by to cut and run, when they said the Captain was coming on board. On deck I ran, and soon asked his name. I remembered some one of that sort in the Victory, and I found out that this handsome-looking fellow was the very midshipman I had seen wounded, and in the cockpit, when Nelson died ; he was surprised at seeing a Greenwich pensioner on board, and asked my name ; he knew it fast enough ; who does not, I should like to know ? and like a good officer, as he is, he desired me to come down into his cabin. ‘ Why, Brace,’ said he, ‘ this is slow work for you ; why don’t you take a cruise with us ; I’m only going out for a week, and then I shall return to Spithead ; we are to sail in three days ; come, it will do your old heart good to smell the salt water again, and you ought to see the French coast once more before you die ; who do you know on board ? ’

“ I told the Captain the man’s name ; he sent for him ; and it was easy enough for a mole to have seen that my friend would gain by my being in his mess. It was all agreed, and I went on shore until the day which we sailed ; then I shipped myself with a small bag, and I felt that my heart was young, and my spirits high, when I saw the frigate under canvass, standing out of Spithead.

“ I must say this for the new school, Bob,—they got their frigate under way in good style ; everything, like the tread-mill at Maidstone, was on the silent system ; you could not hear a word ; and when the lads went aloft, ‘ loose sails,’ there was no manning rigging, as in our time, but up they shinned as fast as possible, and I heard ‘ all ready in the foretopsail-yard,’ before it would have been ‘ trice up and lay out’ in 1806. Thinks I this is doing it properly, although I thought the seamen looked like white-washed Malays, with their skimming-dish heads, rather than the lads of whom Dibdin wrote, and England almost worshipped.”



"I take it," said Bob, "putting in his oar where there was no row-lock, they are *worse shipped* now."

"Lord love you, not a bit of it, their messes are all fitted out with tea-cups and saucers, and are classed in a row like soldiers on parade. They tell me in some ships they have drawers for their clothes, and I'm not very certain but what they are going to have separate berths, as we have in the hospital, in order that every man may read and write without interruption, and mayhap it may be that the ship's company may rig for muster without any one seeing their bare skins. Well, the frigate was under way in a very short time, the sails were well set, the watch called, the ropes flemished down, the decks swept, and the quarter-deck tidy; on the fore-castle the boatswain paraded like a little king; but I cut him out hollow, for I had a three-cornered gold-laced scraper, and looked like the admiral who had mistaken his station.

"As it was peace time, and no enemy could be lurking about to surprise the frigate, there was no preparations made for war. You know, Bob, in our time, the first thing we did was to scale the guns, and blow the cobwebs out of the muzzles, for a week's quiet to those barkers was like laying them up in ordiary for a full due; besides, I always liked that old custom of scaling guns; it looked for all the world as if we were determind the Frenchmen should know there was another ship out of harbour all ready to meet them, if they chose to creep out of Brest and try a turn to windward with us; and when the tars of the old school heard the noise, it brought to their recollection some action or another in which they had been engaged; and as they popped the shot in, to be ready for any turn up, we used—I dare say you have done it scores of times—to chalk the ship's name upon it, and say, 'I hope this iron messenger may be the first to let the Captain of a French frigate know what ship is coming alongside of him; but powder must not be wasted now, they are all on half allowance of everything; it's the economical system they call it; no sails are to flap in a calm, no guns to be loaded for fear of wasting the powder, and no midshipmen to be mastheaded for fear of expending them—the precious darlings. Well, thinks I, I wonder where all this will stop; must not cut up any old cable for junk; no blowing away light sails in order to make a set of white hammoëk-cloths; and all the officers to wear round jackets, in order that they might not expend the tails of their coats—it's clapping their rigging on the peace establishment.

"We got to sea, intending to steer for Lisbon, as I believe there was some kind of a row expected, or I'm not quite sure we were not sent out to ascertain if what some Dutch-named fellow had told our foreign secretary was true or not; and while we were asking about it, it all took place.

"Men are men, still, Bob, although they have lost their tails; and when, as we see with the little children, who buy a toy in the shape of a mouse, and clap its tail against some tar, it's tired of being confined, why, away goes the tail, and up jumps the mouse—so it happened with the quartermaster, who, having got into a yarn with the corporal of Marines,—the corporal tried to pin down the quartermaster with a tough argument, and some few abusive words, whereupon the quartermaster jumped up and knocked him down; a fight ensued; and cer-



tainly I could make out one fact, which was,—that as the lads afloat have no national enemy to practise on, they had learnt to fight with some of their own countrymen. Lord love you! they twisted their arms about like a chap balling rope-yarns, and in a moment their top-lights began to look dim, if one was not quite blown out.

“ The fighters were shortly disengaged, and the officer of the watch clapped both in the report. ‘ Now I shall see,’ thought I, ‘ how they carry on the service in the punishment line; for if its all true what’s in the newspapers, the cat-of-nine-tails has not been cut off, at any rate.’ Well, the next day there was a general muster at divisions, and very clean they all looked; no Irish waisters without shoes or stockings, but all were rigged alike in white frocks and trousers: and as I ran my only eye along the decks, where they toed a-line, I did not see one man, fore-and-aft, who was more than thirty—they looked fine young men, all smart enough. After they were mustered they were sent aft on the quarter-deck, and, thinks I, ‘ Mr. Quartermaster and Corporal, you’ll catch it now.’ But no such thing. The Captain clapped on a long face, and, says he, addressing the prisoners,—‘ Prisoners, you have been guilty of a breach of an article of war—“no person shall quarrel or fight with any other person in the fleet, &c.” By an order from the Lord High Admiral petty officers cannot be flogged—you are, therefore, disgraced.’ Then, turning to the First-Lieutenant, he added, ‘ let John Hawser be made quartermaster, and Thomas Heelball lance-corporal; pipe down’—and down they all went.

“ I began to scratch my head when I saw this. ‘ My eye,’ said I, ‘ if this fight had taken place in 1804, I would not have stood in their shoes for a trifle;’ but this is the new system, Bob; its to make petty officers better in their situation than midshipmen used to be in the good stirring times.

“ Saturday night came. Why, Bob, whenever I think of what Saturday night used to be on board a ship, I get into a fever, and wonder what next will come to the ‘ jolly dogs and merry tars,’ who used to lie down, like children in a cradle, under the lee of the weather-bulwark, on the fore-castle, whilst green seas were flying over the ches-trees, and sing, ‘ Here, a sheer hulk, lies poor Tom Bowling,’—or, ‘ When I sailed from the Downs in the Nancy,’ and such like. Now, Bob, take a reef in your tongue, and get your listening tacks on board, for, by the piper who played before Moses, you have got more to believe than you will easily swallow!

“ ‘ Saturday night,’ said I, ‘ my lads—come, let’s bring too under the bulwarks, and have a drop for sweethearts and wives; and sing a good song, to keep Nelson alive in our memories.’ Well, I thought I had only done the civil thing, and what we used all to do; but two or three of them opened their mouths like alligators catching flies, and seemed right-down dumbfounded. ‘ A pipe and a glass,’ said I, ‘ with a song, and a yarn—why its Saturday night.’ ‘ The more reason,’ said one, ‘ to prepare for to-morrow.’ My eye, Bob, if I did not think I had run foul of a methody parson. So I turned to another, and another; at last we mustered about eight of us, and sat down in a circle: it was a fine calm night—the sails hung down from the topsail-yards, and the moon was as clear as silver. The Captain, who remembered the good

old custom, and remembered old Brace, gave us a bottle of rum; and no sooner was this winded about than one or two of the straight-haired gentlemen, who had talked about Sunday, thought they might as well join in the spirit; and they became the most noisy of the set. Well, I, being the oldest, set to work and spun them a yarn about the Nile. Lord love you! there was not a man in the ship, with the exception of the Captain, the First-Lieutenant, and the three warrant-officers, who had ever heard the whiz of a shot, or got some powder from the touch-hole of a long-gun, fired in anger, sticking in his forehead. When I told them about grape-shot flying about like hailstones, and two-and-thirty-pounders flying in such quantities that they often met together and bounded back into the guns from which they were fired, they looked as much astonished as if they were walking about amongst old Hosier's ship's company, who were, as the song says,—‘All in dreary hammocks shrouded.’”

“Why, Ben,” said Bob, “for the matter of that, I do think it was a bit of a yarn, I mean about the shot bounding back; but as to the ghosts, that's all true enough, for I saw them myself walking about in their hammocks, with the clews lashed up and down, and the grummets shoved under the lashing. If you turned them end-for-end they walked just as well; and when the Admiral mustered them at divisions, they stood in a line like a parcel of miller's sacks.”

“You saw *that*, Bob, yourself?”

“Just as clear as the moon you were talking about; but shoot a-head, Ben, or you'll never finish the yarn.”

“Well, Bob, after I had spun my yarn, I asked for a pipe, but I might as well have asked for an omnibus. ‘A pipe,’ says one, turning his eyes towards me; ‘what's a pipe? Do you mean the boatswain's call?’ ‘Call, be d—d,’ said I. ‘I mean a yard of clay with a bowl at the end of it, into which you put some baccy, and when its lighted you clap the other end in your mouth, and blow a cloud—now, do you understand?’

“‘I can offer you a cigar—real Havana, or Orizaba—either a *fuerte* or *flóro*, a *papélita* or *pajarita*,—but pipes,’ said a young one, with a curl of the lip, ‘we have long since exploded.’

“‘Well, hand here one then,’ said I, and, finding it good tobacco, I bit off half a fathom, which I rolled about for a chaw—and lighting another, blew a cloud. ‘Well,’ said I, ‘you gentlemen have altered the Service not a little. It's all for the better aloft and below; but I don't think, no offence you know, my lads, that you are the same set of men like as used to beat Monsieur over the water there; but you're all young ones, and may do well enough when the next breeze comes. A volunteer, we always said, was worth two pressed men; so now I'll volunteer a song for you; it's all about what we used to do, and about him that led us on, like a hero—and fell for us all, like a man.’

“‘A song, a song,’ said one or two of them; but it was as clear as a pike-staff that they considered the thing vulgar, although they had no objection to the grog. That taste, Bob, is just as fresh in the Navy as ever, although they do swamp half of them with tea. I cleared my old voice as well as I could, and gave them the following stave, which I wrote myself when I was laid up in ordinary in Greenwich:—

I sail'd with Nelson many a year, I've been in many a breeze,  
But I never saw the mountains which the landmen call the seas;  
But I've seen the eye of Nelson beam, with pleasure and delight,  
As he gave the word—"Be steady, boys!—your enemy's in sight."

When the battle is begun  
Half the business is done,  
For seamen never leave their foes till the victory is won.

Off Cape St. Vincent, long ago, a Spanish fleet was spy'd,  
And long ere noon was come and pass'd, our strength with them we try'd.  
The Isidore and Holy Joe—were prizes made in half-an-hour—  
And four large ships had struck their flags, and own'd the British seaman's  
power.

When the battle was begun  
Half the business was done,  
For sailors never leave their foes till the victory is won.

At Teneriffe we caught it there, and Nelson lost his good right arm;  
But all the shots they blazed away, they never did myself much harm.  
At Copenhagen I was there, and never got a wound that day,  
But lent a hand and heart to tow the Danish fleet from port away.

When that battle was begun  
Half the business was done,  
For seamen never leave their foes till the victory is won.

At Trafalgar the hero fell, and when the day was won he died;  
But England mourn'd the victory—for Nelson was old England's pride.  
But he shall live on every lip, and every tongue shall speak his fame,  
And the watchword of the tars shall be our ever-glorious Nelson's name.

When that battle was begun  
Half the business was done,  
For the seamen fought like jolly tars till the victory was won."

"Chorus, my lads! and give us a drop of grog, for sorrow is dry, they say, and I like to keep mine afloat. Those were the good days my boys; then when we went to sea we made sure of some prize-money, and when we got into harbour the women gave us three cheers, and lent us a hand to spend it.' Well, Bob, as you may suppose, I was in high spirits; for, although at first very few joined in the chorus, yet towards the last verse they one and all chimed in; and I'm blessed if I don't think the Captain's lips were moving about as if he was singing it also. 'I thought, Bob, I had set the blood of the seamen in motion, and that I should get a song in return, such as I might bring back to Greenwich and sing to all hands—such a one as would make us know that other men had sprung up worthy to follow in his steps, and that the British tars might still say,

"Then steady, boys, be steady, and keep up your glorious name,  
And you'll never want a Nelson, boys, to lead you on to fame."

There were one or two of them who wanted to get me into a line, and I saw plain enough that they wanted me to sing and drink until I should get hazy, and then that would have been fine nuts for the monkeys to crack, to find Nelson's old follower and coxswain setting so bad an example as to be drunk; but that I never did when I was a young man, and therefore it was not likely that I would disgrace the Greenwich uniform: for I take it, Bob, that any man with this cocked hat comes senior officer over a gunner afloat. 'Well,' said I, 'my lads, every man in his turn—who sings next?' Well, no one spoke, but I saw a youngster who had got a fathom of twisted hair round his neck, hemming and hawing, and clearing the cobwebs from his throat, as if he



was willing to give us a stave. He was a nice lad enough, but, although he tried to look a seaman, yet he was more in reality of one of your shore-going fellows, who dress themselves up in checked shirts and straw hats, and get adrift on the Thames pulling boat races. 'Now then, my lads,' said I, 'silence for Tom Gingerbread's song;' and Tom began, having first looked at a piece of glass he had tied to the end of the hair round his neck:—

'How sweet to walk by the streamlet's side  
With a blooming, young, and blushing bride;  
How sweet to hear from the thrush's throat  
The warbled song of its cheerful note;  
How sweet is the jessamine bower and grove,  
When at evening we walk with the girl we love.'

"Ah that's something like,' they all said—'go on, Tom Gingerbread—give us another verse, my lad.'

'How sweet to gaze on the summer sky,  
Which brightly shines in my true love's eye;  
And sweet is the lock of her raven hair  
Round the neck of her sailor treasured there;  
And sweeter than sweets which the sweet bee sips  
Is the moisture which dwells on her rosy lips.'

"Bravo, bravo, Tom Gingerbread! That's the song—nothing that's vulgar—nothing that's low; we have done with powder and shot and all that, and that's the real delight, lovely woman.' 'If I had Tom's voice,' said another, 'I would warble like a nightingale in a shrubbery.'

"Well,' said I, 'begging your pardon, my lads, I think these two verses d—d nonsense, and no more to compare to that song, "Come cheer up, my lads, 'tis to glory we steer," than—no offence you know—you are to the boat's crew of the Surprise which jumped on the Hermione's deck. What the devil,' said I, getting as red in the face as a marine's jacket, 'has a man, whose ship is his home, to do with locks of hair and twopenny rivers, or a parcel of cursed chirruping birds stowed away in a bush, and screaming with their mouths open as if they wanted something to eat?—Aye, aye, I thought how it would be when they docked the tails, bundled the shoe-buckles overboard, and, instead of a ropeyarn for a lanyard to his knife, had some twisted hair from the head of a true-love. There's none of you love the women more than I do, but when a man's afloat he ought to think of his ship, his king, and his grog.'

"I soon saw, Bob, that I was on the wrong tack, and therefore I went about, and says I, 'Let's have another song and another drop;' and this they seemed inclined to listen to, so I volunteered another; but they all called out for John Tendersides, who was the only man on the forecastle who looked like a seaman—he had got a pair of whiskers large enough to have housed Tom Gingerbread's nightingale; and if he had not regularly new mowed his chin, he would have had a beard as long as the Grand Turk's in a week; his hair was bushy and thick, and he was a fine broad-shouldered fellow, big enough and ugly enough to have fought a Spanish bull, or turned a tiger inside out. 'Now,' said I to myself, 'I shall get a stave such as I used to hear,' for his voice was as gruff as a coal-heaver's after he has cleared a collier and been the

chanting man of the crew. 'Ay,' said I, 'bring yourself, Jack, to an anchor, and give it to us like a man; I'm blessed if it does not do one's heart good to see so much hair left about a sailor—here, take my share of grog out of the pannakin, and start a-head.'

"Well, Bob, he takes the pannakin whilst I held the bottle all ready to add a little more to the allowance, and then lugging out a pocket-handkerchief, and wiping his lips, he sung, in a voice loud enough to hail a ship in the middle of an action—

'I'd be a butterfly born in a bower.'

I started up as if a musket-ball had struck me through the heart, shied the grog-bottle overboard, and, humming 'When abroad on the ocean we meet the proud foe,' I toddled below to my hammock, and lifted up a stave to 'the sweet little cherub which sits up aloft, to keep watch for the life of poor Jack.'

"I'm ashore, Bob, and if ever they catch me afloat again amongst your Tendersides and Gingerbreads, may I be kicked to death by cockroaches, or sucked to a skeleton by mosquitoes."

#### MILITARY GAMES AND PASTIMES.

AN erroneous opinion appears of late to have made some inroad in the public mind—an opinion, however, that requires only a little calm consideration and impartial comparison entirely to remove. We allude to the impression that the manhood of England, and the soldiery of the most victorious, the most splendid Army of Europe, have lost much of that spirit of military enthusiasm, and even some portion of that moral and physical courage, which scattered the enemies of our little isle, conquered and dispersed, over half the plains of Europe.

We do not purpose entering into any argument to disprove what is not, nor is likely to be, the case; and if we did require proof to substantiate facts to the contrary, one which is so fresh in the hearts of all Englishmen would be sufficient to stop the mouths of such croakers, viz.—that four hundred Marines, as recently as the 16th of March, stood firm and unsupported against many thousands of the best guerrilla troops in the world—troops fighting not for pay, but their homes, children, and their dearest birth-right—liberty; and, after having repulsed their opponents by their courage and manly bearing, they retreated with that perfect order, discipline, and chivalric contempt of danger, that called forth the universal praise of Europe—while the veteran chief of the French Army on the line of the Pyrenees, looked on with the generous and unalloyed admiration of one who had led troops both to victory and under reverses.

This one instance would be sufficient to prove to any military man that the high discipline and bravery of the Royal Forces remains undiminished and unequalled; and let them but appear once more under the banner of Old England, fighting in her just cause, and the delusion to which we have alluded will be signally dissipated.

The cause of such a strange opinion having gone forth to the world

requires to be noticed, and, we conceive, must arise from the late defeat of the British Legion by the Carlist Army at Hernani.

Previous to going farther into our subject, we must inform our readers, that, with the exception of being an armed force, to fight with bullet and bayonet, they had scarcely one similarity with the British Army—whatever they might have had, if disciplined, organized, and commissioned by British officers, fighting under British colours. As it was, with the exception of their Commander (in whom a more gallant heart never existed), they retained scarcely a British officer in the whole force; and, although in many instances the men might have been of the same description as those enlisted for the regular Army, yet there were thousands of half-starved and wretched mechanics, the dregs of the metropolis, who most decidedly would have been refused had they offered themselves to the medical men of any regiment in Her Majesty's service. They served under no patriotic feeling—they fought not under the ensign of Old England—they had no "*esprit de corps*"—and, therefore, after doing more than could have been expected from such a force, they suffered reverses. This cannot affect the reputation of the British Army.

We ourselves entered that Army young; and it was our good fortune to advance quickly, as regards promotion, in one of the finest regiments of our Sovereign's service. Every regiment in the British service is now, however, so well disciplined, that it would be invidious were we to attempt to offer comparisons: yet my assertion will be held good when I state, that to none would we yield the palm of high soldier-like bearing, perfect organization, and good and gentlemanly feeling, that existed throughout the corps—qualities which dispersed their admirable effects alike to men and officers. Yet this was not alone the advantage most prized. We had a Colonel whose undeviating amiability of character and kindness of heart enabled him to carry on the strictest system of discipline with the most praiseworthy results, at the same time gaining the good opinion and affection alike of officers and soldiers. This corps, which shall be nameless, has still the good fortune of being commanded by a Colonel in no manner less worthily beloved than he to whom we refer, and in consequence the corps has by no means lost its high and deservedly good name.

We must beg your forbearance, gentle reader, in thus having delayed more interesting subjects, in offering the feelings of an overcharged heart to the remembrances of our ancient comrades, amongst whom we passed our years, from the age of nineteen to twenty-four, both as Subaltern and Captain, perhaps the happiest of our lives—and we feel no slight emotion as we recal the merry days of our first military enthusiasm.

Our quarter was Malta, perhaps one of the most agreeable, both as regards officers and soldiers, in the world. During the winter and spring months, the weather being not too hot, our drill was incessant, although, from the nature of its performance, by no means arduous or unpleasant. For instance, proper days in each week were appointed for rope-drill—now, I believe, generally practised throughout the Army; two for battalion-drill; and one or both of the remaining days for practical field-drill—which requires explanation, and is, in our opinion, an admirable plan on every account, both as regards the knowledge to be



gained by the men, and the means it offered of drawing them from the degrading effects of idleness and the canteen.

On the days appointed, the battalion paraded all hands; the men's rations having been served out early, each man carrying his own proportion; the equipment, heavy marching order. Thus prepared, we marched into the country, sometimes in one direction, then in another, as circumstances or choice suggested; the band playing merrily until we reached the outskirts of the garrison. Then was the order to "march easy" given, and away we went with arms trailing; the cigar and the short clay-pipe sent forth their agreeable fumes; the merry laugh and the manly joke prevailed; and good humour, without the slightest deviation from relative positions, pervaded the whole ranks. After marching some distance, we halted at a chosen spot, such as offered the necessary objects of wood and water for the bivouack. Arms were then piled, and squads were told off as follows:—one number to light fire; another to bring dried wood and water; another to cook, and so forth: and thus, in a very short space, the rations were smoking in the mess-tins on their bivouack fires. The officers then prepared their own pic-nic, having also provided themselves with the means of dining on a meal which a long morning's walk made most palatable.

The grog being over (and fine days of course were only chosen), we commenced a variety of pastimes, such as quoits, race-running, leaping, and at times foot-ball; in all of which both officers and men most heartily joined, giving occasionally some little prize to the successful aspirants in athletic feats. Indeed we remember with pride having been ourselves rather a good runner, and having a variety of struggles with the acting serjeant-major, who was a young and active man, as well as with numerous privates of the corps.

During these pastimes military experience was not forgotten: piquets were placed in the best positions, as before an enemy; these being relieved at short periods, thereby making it as much a pastime as a drill, and practically teaching this most necessary military acquirement. Now and then a party was thrown out for a sham attack, adding both to the interest of the scene and the excitement.

These country pastimes and drills were repeatedly taking place, weather permitting, and it is astonishing how much good-will and energy, both in mind and body, were created throughout the corps by such means of agreeable instruction. On the line of march a variety of movements were practised where the nature of the country admitted: such as increasing and diminishing front, attack of advance guards, forming squares, passing over narrow bridges, throwing out skirmishers, &c.

We are conscious that an order exists that officers in command of regiments should practise their men in athletic amusements. We are not, however, aware of its being generally, if ever, attended to. Yet near many of our garrison towns admirable ground may be found for such agreeable military exercises as I have mentioned above,—for instance, Portsmouth, Portsdown Hill—Winchester has its downs—Exeter, Plymouth, and many others in the immediate neighbourhood of open and extensive heath-lands, where ample spare wood and water are to be found. Depôts as well as regiments will equally find the benefit of

such practical drills, and ample time will be left for the steady parade-drill of a barrack-square, whereas over-idleness sends half who have money to smoke and drink in the canteen.

Some may imagine that it is derogatory for officers thus to enter into merriment and amusement with their men. If so, they must indeed be few in the British Army, amongst whom the most noble and the most aristocratic of the land are to be found, and who are ever the first to spurn such contemptible ideas. Let them turn to history, there may be found how ancient is the date of military pastime. "Persons of rank were formerly taught in their childhood to relish such exercises as were of a martial nature, and the very toys that were put into their hands as playthings were calculated to bias the mind in their favour. We find in an ancient volume an account of a toy of a curious nature, as follows:—"A knight on horseback, both made of brass: the man may be readily separated from the horse, and is so contrived as to be thrown backwards by a smart blow upon the top of the shield or the front of his helmet, and replaced again with much ease. Two such toys were requisite; each of them having a string made fast in the front of the pedestal; being then placed at a distance, in opposition the one to the other, they were violently drawn together, in imitation of two knights tilting, and by the concussions of the spears against the shields, if dexterously managed, one or both of the men were cast to the ground." We have alluded to this to show how much a spirit of military enthusiasm existed amongst the younger branches of all classes of our ancestors, more particularly of the nobility—an ardour that descended in hasty strides until, undiminished, it spread itself into the ranks of our modern armies, and was undoubtedly the means of inspiring in their hearts that chivalric feeling of moral and physical courage which in recent ages has enabled the soldiery of England to shine so victoriously conspicuous in the annals of military history.

The great military taste that formerly existed in Great Britain is undoubtedly to be traced, in the first instances, to the more aristocratic classes: with their energy, which at a later date met with a check, might be observed some demoralization in the lower orders. These effects were, however, only temporary, and at the sound of the war-cry all that bravery natural to the inhabitants of our isle returned. Our army at the present day becomes more and more honourably and aristocratically officered; education and birth of the highest order are anxiously seeking to enter the profession of arms, and were another call for the unfurling of the British flag to take place, the extent of moral courage, by far the most valuable, would far outstep any effects that a cessation of military feats in arms might have caused.

When the military enthusiasm, which so strongly characterized the middle ages, had subsided, and chivalry was on the decline, a prodigious change took place in the nature and manners of the nobility. Violent exercises, requiring the exertions of muscular strength, grew out of fashion with persons of rank, and, of course, were consigned to the amusement of the lower classes, and the education of the former became of a more delicate nature.

This example of the nobility was soon followed by persons of less consequence; and the neglect of military exercises prevailed so generally that the interference of the Legislature was thought necessary to pre-



vent its influence being universally diffused, and to correct the bias of the common mind—for the lower orders readily acquiesced with the relaxation of meritorious exertions, and fell into the vices of the times, resorting to such games and recreations as promoted idleness and dissipation, by which they lost their money, and, what is worse, their reputation—entailing poverty and distress on themselves and their families.

The romantic notions of chivalry appear to have lost their vigour towards the conclusion of the fifteenth century, especially in this country, where a continued series of intestine commotions employed the exertions of every man of property, and real battles afforded but little leisure to exercise the mockery of war. It is true, indeed, that tilts and tournaments, with other splendid exhibitions of military skill, were occasionally exercised, and with great brilliancy, so far as pomp and finery could contribute to make them attractive, till the end of the preceding century. These splendid pastimes were encouraged by the sanction of royalty, and this sanction was perfectly politic—on the one hand it gratified the vanity of the nobility, and on the other it amused the populace, who, being delighted with such shows of grandeur, were thereby diverted from reflecting too deeply upon the grievances they sustained. It is, however, certain that the jousts and tournaments of the latter ages, with all their pomp, possessed but little of the primitive spirit of chivalry.

Henry VII. patronized the gentlemen and officers of his court in the practice of military exercises. Henry VIII. not only countenanced the practice of military pastimes by permitting them to be exercised without restraint, but also endeavoured to make them fashionable by his own example. Even after his accession to the throne he continued daily to amuse himself in archery, casting of the bar, wrestling, or dancing, and frequently in tilting, tournaying, fighting at the barriers with swords and battle-axes, and such like martial recreations, in most of which few could excel him. He was also exceedingly fond of hunting; and charging dexterously with the lance at the tilt, leaping, and running, were necessary accomplishments for a man of fashion.

Again, we cannot be misinformed respecting the education of the nobility and others in the reign of James I., who with his own hands drew out a set of rules for the nurture and conduct of an heir apparent to the throne, addressed to his eldest son, the Prince of Wales. From this publication, remarkable as it is, we shall select such parts as respect the recreations said to be proper for gentlemen and officers of his time. "Certainly," he says, "bodily exercises and games are very commendable, as well for banishing of idleness, the mother of all vice, as for making the body able and durable for travell, and very necessarie;" "and especially use such games on horseback as may teach you to handle your arms thereon, such as the tilt or the ring, and low riding for handling the sword."

The discontinuation of bodily exercises afforded a proportionable quantity of leisure for the cultivation of the mind; so that the manners of mankind were softened by degrees; and learning, which had been so long neglected, became fashionable, and was esteemed an indispensable mark of a polite education. Many of the pastimes that had been countenanced by the nobility, and sanctioned by their example



in the middle ages, grew into disrepute in modern times, and were condemned as vulgar, and unbecoming the notice of a gentleman. "Throwing the hammer and wrestling," says an author of the seventeenth century, "we hold them exercises not so well beseeeming nobility, but rather the soldiers in the camp of the Prince's guard." Burton, in his "Anatomy of Melancholy," gives us a general view of the sports most prevalent in the seventeenth century. "Bowling, shooting, quoits, wrestling, leaping, running, fencing, swimming, foot-balls, and the like, are common recreations of country folks."

We might bring forward a hundred other instances to prove that military games and pastimes were never neglected in days gone by. The joust, as a military pastime, is mentioned by William of Malmesbury, and said to have been practised in the reign of King Stephen. In the eighth year of the reign of Edward I., Roger de Mortimer, a nobleman of great opulence, established a round-table at Kenilworth for the encouragement of military pastimes, where one hundred knights with as many ladies were entertained at his expense. And we may add, to show that the commoner, as the noble, took interest in feats of arms, that, in honour of the marriage of Richard Duke of York with the Lady Anne, daughter to the Duke of Norfolk, six gentlemen challenged all comers, whatever their rank, at the "just roial to runne in osting harnies alonge a tilte, and to strike thirteen strokes with swordes."

It would be absurd were we to suppose that the ancient games and military exercises to which we have alluded could be carried on in the present age. We are fully aware that Mammon now reigns pre-eminent in Old England, and that the love of gain has far banished the feeling of chivalry. Soldiers and sailors—amongst whom are still to be found numbers of the heroes of Trafalgar and the Nile, with hundreds of Wellington's followers—are in the present day mere intruders, permitted from necessity, as a kind of mercenary body, to watch over the doings of the unionist, operative mechanic, and Radical brawler and revolutionist. Their hard-earned pay is distributed with a niggardly hand, and the brave and proud defenders of England's honour and glory are looked upon only as the needy despoilers of her revenues. It would therefore be useless to conceive, and more than improbable to hope, that any expense would be incurred by placing means in the hands of the commanding officers of regiments to facilitate practical military exercises; and we are all fully aware that in this little isle—the land of the free—no man can step on his neighbour's land, be it only a waste, without incurring a penalty: true freedom, indeed! Nevertheless there are many lands in the immediate neighbourhood of barracks actually belonging to Government, and where these exist many military exercises beyond the actual battalion drill may be practised. We remember, in the corps in which we had the honour to serve, that at times the junior officer of the regiment had the command of the battalion; subalterns at periods acted in command of companies, also as Majors, and were invariably obliged, at stated periods, to attend the orderly-room, or act as Adjutant, even when that officer was present with the regiment.

The above duties come under the head of barrack-square drill, and are most advisable. The practical field-drill, which may be attended

to with much interest in the way of military pastime, is, however, the subject to which we more particularly wish to call the attention of our readers.

For instance, let the regiment or depôt march into the country; if not sufficiently strong, taking with them the ropes for rope-drill. On arriving at any situation or part of the country suited to the nature of the exercise, let the force be divided into two or more brigades; when men are not sufficient, the ropes can be made use of. Every officer may then have an opportunity of commanding in the field; pickets may be thrown out and relieved; positions for attack and defence may be taken up; and numerous military and most advisable exercises may take place, that otherwise no young officers not having seen service can possibly understand by theory—above all, the theory of military movements, which are, generally speaking, ill defined and most incomprehensible. The drill being over, there are hundreds of pastimes which both officers and men would enter into with spirit, and without incurring the slightest expense, all tending to inspire that good feeling in the ranks which ought to be so much encouraged and so much approved of—engendering an *esprit de corps*, which, once obtained, scarcely ever leaves a battalion. Cricket, quoits, running, leaping, single-stick, are all manly games, and all tending to health and good feeling. Such may be practised in the summer; in the winter, running, quoits, and football are all good and healthy pastimes—and, if possible, all barracks ought to be provided with a ground for some of these exercises. In fact, anything to keep the mind alive, and prevent those demoralizing and hateful effects, both physically and morally, that idleness and drunkenness must be the means of engendering.

We are aware of the difficulty of collecting a large force in any part of England, with the exception of the neighbourhood of London; and the embodying of troops of the household, or those in the immediate neighbourhood of the metropolis, is at all times difficult for any period sufficiently long to have a desired effect; otherwise the formation of camps during the summer months would be most advantageous, and a practical means thereby obtained to instruct young officers in field-drills and campaigning, which could otherwise only be obtained by theory. One of these encampments did take place, as the public are aware, under the eye of the Sovereign, at Windsor Park; and, although of limited duration and force, it held forth the hope of a continuation. Such encampments are greatly practised by foreign armies, particularly in the summer months; and in our opinion the cantonment of troops under canvass for an occasional week in fine summer weather would act with just as much effect with small as with large bodies, and then would come the opportunity of practising numerous pastimes and healthy evolutions totally impracticable in garrison.

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## THE DRUMSTICK CLUB; OR, SKETCHES OF NAVAL LIFE.

## No. VIII.

• HERE I am once more upon the Greenwich Terrace. It is a spot I delight in; for here my fancy can luxuriate in remembrances of boyhood, and of those to whom my heart was affectionately attached—my venerated father—my brothers—the dear little girl who first warmed my breast with the most delightful sensations—all are present before my imagination, though nearly all are now mouldering in their graves. What an affair is death! How it severs the dearest ties, and tears asunder the bonds of earthly associations! And what a mystery, too! The fair creation is spread abroad in all its summer glory—the plants, the trees, the flowers, the growing grain—the bright, warm sun, the clear, blue sky—I feel all their influences in my very soul, and yet, perhaps, in a few hours, my eyes may be finally closed upon the scene, and the place which once knew me will know me no more for ever.

One of my brothers was apprenticed to a builder in this neighbourhood; and when I was in a frigate fitting out at Deptford, almost every evening we were on this Terrace with the dear little creatures that sweetened the toils of life; and when the shades of twilight fell over the face of nature, and the blackbird had ceased his plaintive song, poor Sam would awake the stillness of the arcades with his octave flute, pouring forth such rich, mellifluous tones, that the worthy old tars, as they sat in their small cabins listening to the reverberations which swelled through the long vaulted passages of the building, declared that “he played like an angel.” How they formed their judgments, or on what part of this terrestrial globe they had heard the angels playing flutes, are questions I never put to them.

Poor Sam! never was there a mortal who possessed a lighter heart or a quicker pair of heels. He was the very essence of good-nature. His heart was a *pro bono publico* store of kindness and generosity, and large demands were constantly made upon his stock. But Sam wanted to see more of life, and he thought a cruise or two at sea would afford him the best means of gratifying his wishes; but there he was bound hard and fast to his master, who could not be prevailed upon to cancel the bit of parchment. We all begged hard; but Sam was an excellent workman, and his master remained inexorable. He then took to plaguing his mistress, romped with the maids, got the children into mischief, kept a monkey that broke the crockery, and knocked the clothes-horse into the fire. In short, he tried every scheme to weary out the old man's patience, but without avail. He was a second Job in this instance; for his master would not part with his apprentice.

At last Sam was *non est inventus*, and, though the strictest inquiries and a rigid search were made for him, no intelligence of his whereabouts could be gained. The profession of Burking was at that time unknown, and therefore no suspicion of his having become a “subject” for anatomical lectures was excited; but it was conjectured that he had gone forth to visit the great world, of which he had heard so much and seen so little. About eight months afterwards, and as junior Luff belonging to a sloop-of-war, I was sent up to Sheerness in a beautiful French



privateer-cutter that we had captured near that remarkable wen on the ocean, Heligoland. On my arrival at the Little Nore I was compelled to bring up for the tide ; and, the Indefatigable frigate lying there refitting, I considered it a part of my duty to go on board, and make my report to Captain Fife.

I ascended the frigate's side, and was passing over the gangway, when I beheld a countenance that it was impossible for me to forget. To be sure it was beneath a glazed hat, with a coat-of-arms in front, and nothing more than the head of the possessor was visible above the combings of the main-hatchway, and that only for an instant, yet it was sufficient for me to recognise my brother, and, to the surprise of Captain Fife and his officers, instead of walking with a measured official step to the quarter-deck, I jumped down the hatchway after the head, and had a grand chase round the main-deck. "Stop him—stop him!" shouted I, for Sam was too quick for me, and would have sunk in the darkness of the orlop; but, as they were washing decks, the ladders were up to be holy-stoned, and he was not yet seaman enough to descend by the stanchion. Finding that further secrecy was hopeless, he hove-to and surrendered at discretion, and I hastened to the quarter-deck to explain matters to the Captain, who very graciously received my apologies ; and, in a few days afterwards, Sam was removed into another ship, where he received the rating to which, by birth and education he was more entitled than that of Captain's joiner of the Indefatigable. But I fear I did him no material kindness by the removal ; for, though he served with much credit to himself during the remainder of the war, yet, for want of interest, he never rose a step higher, and for the last eleven or twelve years has been stationed in some of the wildest parts of Ireland in the Coast-Guard Service, whilst numbers who entered the Navy since the peace are honoured (but then they are honourable or right honourable) Post-Captains.

And now a word or two about pretty Susan Grey, with her large blue eyes and her laughing lip—her fair complexion, in which the rose vied with the lily, and her flaxen ringlets that wildly wantoned in the breeze. Oh ! how devotedly did my heart worship Susan Grey. She was my first-love ; and the endearing remembrance will live the longest in my mind. Her father was one of the *Sunspareils* on the glorious first of June (and here the observation may not be misplaced, that Lord Hugh Seymour received his education at Greenwich School), and now he enjoyed the snug moorings of the Hospital, with a pretty little house by the side of the park, for his furious little wife and his lovely little daughter ; the former a compound of snuff and methodism, the latter an angel, in my estimation, though she did not play the flute. I could not boast of enjoying much of the old lady's favour. In fact, Susan was forbidden to speak to me ; and I was threatened with all the rigour of a broomstick and a bucket of water, if I was found cruising near the premises. But what were broomsticks, or buckets of water, with pretty Susan Grey in view. Nay, I would have blessed the broomstick for her sake, though it had broken my head. I would have undergone a dozen cold baths to testify the impossibility of their subduing the warmth of my regard.

One Sunday evening—it was the last interview I had with Susan, for the frigate went down the river the next morning—Mrs. Grey repaired to the Methodist chapel, but her daughter remained at home, and, as she

complained of being sorely afflicted with the headache, her mother reached down the great family Bible, that the maid might cure her malady by reading. Alas! poor girl, her pain was more in the heart than in the head; for she expected me, as soon as the old lady departed, to come and bid her "farewell!"

Farewell! oh, what meaning there is in that little compound, "farewell!" To how many thousands has it been the last utterance of the human voice—the last sounds that have thrilled upon the ear, till the whole heart vibrated with agony! And Susan Grey and I were that night to part! I was punctual to my appointment—seven o'clock—gave the signal, and was admitted. Swiftly flew the minutes—sixty being all that could be allowed me, and fifty of them had flown in the delicious intercourse of innocent affection, when a noise at the door announced the unexpected return of the furious little Mrs. Grey. Now, though Susan was her pet, her darling, yet she never suffered her to have her own way, unless their views perfectly coincided—the old lady was also extremely jealous of any other person's love, and shuddered at the bare idea of that worst of abominations—a sweetheart; declaring that "Sukey"—(I could have knocked the old woman down for calling her by such a barbarous name)—"Sukey would be quite young enough to think of such a thing when she had attained the age of forty, unless, indeed, one of the methodist preachers should avow a yearning for the damsel," and then the mother "would have been happy to have resigned her pretty playful lamb into the charge of the shepherd of the flock."

However, there she was, knocking at the door, and Susan, knowing her mother's choleric temper, did not dare delay, so I was thrust, or rather squeezed into a corner, between a cupboard and a clock-case, where I stuck as perpendicular and straight as the handle of a warming-pan. The door was opened, and "How's your head now, Sukey, dear? That righteous and faithful preacher, the Reverend Addlepate Pokinghorn, was likely to be over long in his discourse, and so, fearing for you, my child, I hastened home before he had concluded his fourteenth head. Ah! now Sukey, love, if I could but see you following in the steps of good Mr. Pokinghorn, as his bride, he would soon convert you into a babe of grace—he seemeth to be well affected towards you, and he is a blessed man."

"Dear mother," returned Susan, "how often you have told me I am not old enough to think of such things; and I'm sure Mr. Poking—thingumee—what's his name?—he is at least fifty, and very ugly—besides, I don't want to be made a babe of grace. Shall I get you a light to go up-stairs?"

"No, Miss Perverseness—no," rejoined the dame; "and pray what have you been doing during my absence?" Susan pushed the book, but did not speak. "Ay, I see," continued furious Mrs. Grey; "very edifying, truly; reading the scriptures backwards; for the bible is upside down. My mind misgives me sadly! Have you had any visitors—any hangers-on?"—and her voice grew shrill and spiteful—"any sweethearts, girl? Has not that son of Belial—that——(me)—been here?"

Susan did not speak, but she began to cry and sob, or rather to go through the motions, which pretty nearly amounted to the same thing; but the old woman's ire was kindled by her own surmises, and she was



using her best endeavours to blow the spark into a flame, so that very small notice was taken of her darling's distress."

"I have warned you," added the dame—"yes, I have warned you! Is he not an officer, and a sailor, and are not all sailors, particularly sailor officers, rogues to the women?"

"No!" returned Susan, "with quickness and spirit—"No, mother, no! my father is not a rogue, and never was a rogue to you, mother!"

"Your father, girl?" shouted the peppery dame, with an angry shake of her huge coal-skuttle bonnet; "Nobody can tell where the shoe pinches but them as wears it. Does he go to chapel to hear the word? Is he even commonly civil to that shining light, the Reverend Addlepate Pokinghorn, or to that mighty foe to Satan, the Reverend Whapenlode Whackdemon? Ay, I see how it is—your father encourages your liking for that spawn of Beelzebub who is still wallowing in the slough and slime of original sin; but I am your mother, girl, and I tell you that —— (me) shall not come after you; you must and shall keep him at arm's length, girl—keep him at arm's length, I say;" and she suited the action to the word in a manner so exquisitely grotesque, that I experienced great difficulty in refraining from bursts of laughter, and I saw that it was much the same with Susan, who could scarcely keep her countenance.

"Shall I take your bonnet up-stairs, mother?" inquired the poor girl, "or will you take it up yourself? Here is a light."

"No, Miss Aggravation," flamed the old woman, "neither shall be done. I have my prickings—my misgivings about that —— (me). Pray, have you seen him to-night?"

"And if I have, mother," answered Susan, "I do not see any very great harm in it. But remember I do not say that I have, though I would rather see him a thousand times than Mr. Pokingiron once."

"Pokinghorn, Miss Impudence," uttered her mortified mamma; "and to tell me so to my face. But what is the cupboard door doing open?" It had been thrown back to screen me; but I could distinctly see, through the opening by the hinges, all that passed. "Shut it directly."

Susan lifted the great Bible to carry it away, and uttered with tremulous alarm, "I will, presently, mother."

"It's all up with me," thought I, as I saw the old lady directing her keen gaze towards the place of my partial concealment.

"Shut it this instant, miss," exclaimed Mrs. Grey, placing herself in a menacing attitude; "shut it, I say."

"Oh!" shrieked Susan, as she threw herself back on her chair. "Oh! oh! oh! what shall I do—my head—my head—oh! mother, fetch me the smelling-bottle down stairs."

"My head, indeed," returned the old lady, in a tone that there was no mistaking; "a pretty smelling-bottle, truly. Pray, whose boots are those peeping underneath the cupboard door? Is there not a pair of feet in them? Come out from behind that cloud, thou son of darkness!" shouted she, and a rattling amongst the fire-irons gave me a broad hint of the poker. "Whoever you are, I command you to come forth."

Mrs. Grey pushed forward with the weapon, but Susan got before her—over went the table—out went the light—down dropped the old lady, stumbling over a chair—and in an instant I was in the passage. "Susan



ran after me, screaming. I caught her to my heart—exchanged one dear delicious kiss, passed through the doorway, and never saw her more. The next day we sailed, and went round to Portsmouth, and from thence to the East Indies, where we remained three years. On my return, I thought of pretty Susan Grey, and visited Greenwich—she was in her grave! Continually persecuted by her mother, she had married Mr. Pokinghorn, whose cruelty and unkindness through jealousy soon broke her heart. It was well the fellow did not come athwart my hawse at the moment; and even now I have logged him down for a sound thrashing, should he still be in the land of the living, and we should chance to fall into company together. Such was my final adieu to poor Susan Grey.

But here am I talking of myself all this time, when I ought to be at the Club, picking my devilled drumstick, and listening to the conversation of the members, so as to be able to report proceedings. There sits the Admiral, as usual—not like Lot's wife, a pillar of salt, but actually a moving column of cayenne—a perfect living pepper-box; there also are the fraternity, and hark! a proposition.

“Are you perfectly prepared, Captain Longsplice?” inquired the Admiral; “have you your memorandums ready?”

“All reg'lar dubbed down, and smoothed off with a plane,” whispered Ben Trenail, “we've been dovetailing 'em together for this three weeks past!”

“Yes, Admiral, I am quite ready,” returned the Captain; “but, as I said just now, the adventures are those of an intimate acquaintance of mine, and perhaps do not come exactly within the scope of our regulations.”

“If they are interesting, I believe we are not exactly confined to personal memoirs,” said Handsail. “Good tales, biographies, or anecdotes, will be acceptable. Is it not so, Admiral?”

“Certainly; it was thus I understood it,” responded the Admiral. “Brandy, Starnboard!”

“Well then I will, without hesitation, proceed with my narrative,” added the Captain; “for I think it will be found of some interest, and——”

“Avast!” exclaimed the Admiral; “before we proceed any farther, gentlemen, I propose a vote of thanks to our friend Jolly, for his yarn.”

This was cordially assented to; the vote was passed; and Captain Longsplice, having assorted his papers, said, “Gentlemen, I shall not for the present name the individual whose memoirs I am about to lay before you. Let it suffice that I knew him well. We were shipmates together, and for several years enjoyed each other's confidence; but, as it is not necessary to mention his name or rank, I shall characterize my hero as

“POOR NED.

“It happened one bright, hot, dusty, clear, thirsty, glorious summer day, that Captain Nixon, of the Honourable East India Company's Service, and ship's-husband to several large Indiamen of the first class, was passing the delicious ham-shop near Temple Bar, on his way to the Royal Exchange, when he was accosted by a little ragged urchin, who earnestly implored his charity: ‘for,’ added the child, ‘indeed I

am very hungry.' The appeal for charity would, perhaps, have been unheeded, from its commonplace occurrence, but the exclamation, 'indeed I am very hungry,' went home at once to the heart.

"Captain Nixon stopped, gazed earnestly in the lad's face, that was covered with dirt, saw, or thought he saw, traces of the truth of the declaration, and uttered—'Poor child, poor child; hungry, eh?' and his hand-fumbled in his coat pocket for some coppers that he had unknowingly left at home on his table. 'I haven't a ha'penny, my boy,' continued he; 'but,' whispered benevolence, 'you have silver, and there's the ham-shop.' 'True, true,' responded the Captain to his own thoughts; 'and I have plenty to eat and drink, whilst this unfortunate is crying with hunger. Pray, who are you—what's your name?'"

"'I'm called Poor Ned,' answered the boy; 'but I don't know who I am; and I am so very, very hungry, Sir.'

"Nixon again looked steadfastly at the poor suppliant, and, moved to compassion by the tears that formed a kennel down his face, he exclaimed—'Ay, ay, I understand; hungry, eh? Come, come along;' and he strode hastily onwards into the shop, where the savoury and tempting viands sent forth their high-flavoured steams to mock the olfactory nerves of the sons of poverty. 'Here, my good woman,' said the humane seaman to a dashing-dressed lady of corpulent dimensions, who was standing at a sort of bar, whilst dishes and plates of delicately-cut slices of Jewish abominations—perfect pictures even to tempt an Israelite to sin—flew about in all directions to the numerous customers in the various refectories. The very look of the carver was unique, as he flourished his long, sharp, shining blade, and skimmed off such thin shavings, to tickle the palate and whet the appetite by what it fed on. 'Here, my good woman; give this lad as much meat and bread as will make him a hearty meal, and I'll thank you to bear a hand about it.'

"Now it generally happens that no female, whether landlady or sea-lady, likes to be 'good-woman'd,' and the gaily-dressed dame to whom it was addressed, whether she felt that she was not a good woman, or thought some other appellation would have been more appropriate, tossed her head, with a look that was meant for a sneer of contempt, but her countenance was so fat and puffed out through good living that she could not screw it up into the proper expression. However, she mumbled something to herself which Nixon, either did not hear, or, hearing, cared nothing about, his attention being too eagerly occupied by another object. The child of his benevolence, on hearing the order given, looked up in his face in a manner there was no mistaking; he then caught hold of the Captain's hand, and burst into tears. 'Look at the young dog,' said Nixon, the moisture starting to his own eyes; 'there, don't get to snivelling.'

"'He has been well taught to act the hypocrite, I dare say,' exclaimed the fat lady, pursing up her mouth; 'who are you?'"

"'I'm Poor Ned,' replied the lad, as he shrunk before the keen and unkind look of the inquirer.

"'Poor Ned, indeed,' repeated the querist; 'no doubt you are poor enough, and dirty and ragged enough; but where's your parents?'"

"'Parents?' reiterated the boy, as if surprised at the question, or ignorant of its purport.

“ ‘Ay, parents,’ continued the lusty lady, in a tone of petulant impatience; ‘where’s your father and mother?’

“ ‘I never had any,’ replied Ned, his look brightening up as he viewed the rich, juicy pieces of ham that were cutting for him.

“ ‘Where do you belong to? and where do you come from, my poor child?’ inquired Nixon, in a voice of kindness that made an instantaneous impression on the lad.

“ ‘I don’t know, Sir,’ replied Ned; ‘I have been travelling about the country with Old Nan till yesterday; she brought me here to this great place, and bid me wait by them gates whilst she went to get somut to eat; but she never came back. I suppose I must shift for myself now—beg when there’s a chance, and prig where I can; but, indeed, Sir, I’d rather work.’

“ ‘Beg and prig, but would rather work,’ repeated Nixon, in a mortified tone, whilst the lady of protuberant dimensions grinned with a self-satisfied air.

“ ‘Ay, ay, you have been well tutored, no doubt,’ said she, ‘there, take the victuals.’ Ned grasped eagerly at the food, and, squatting down in a corner of the shop, commenced the operation of mastication with a quickness that bore full testimony to the fact of his hunger. But he was not suffered to remain in quiet possession of his seat.—‘You cannot stop here to feed,’ shouted the lady of tongues, hams, and Bologna sausages; ‘there, run off with you, and sit upon some step and eat your meal.’

“ Away trudged Ned with his banquet—a perfect Lord Mayor’s feast to him; and Captain Nixon, having paid the demand, walked into the street, uttering to himself—‘Poor fellow! what is to become of him?’ He stopped a minute or two looking towards the spot where the delighted boy was devouring the food with all the ravening of real hunger, and again—‘Poor boy! what will become of him?’ burst from his heart.

“ ‘Ah, Nixon!’ exclaimed a young man dressed in the extreme of buckish fashion, tapping the worthy seaman familiarly on the shoulder; ‘Ah, Nixon! what cogitating, my brave old friend? Pray, what is the subject of your meditation?’

“ ‘I was thinking,’ replied Nixon, somewhat coldly, ‘at what a cheap rate we may make a fellow-creature happy.’

“ ‘Oh, ay, sentiment, and all that sort of thing, eh?’ rejoined his companion; ‘charity, generosity, and the cardinal virtues! Can’t afford it now, Nixon; dogs and horses too expensive. Then there’s the d——d women would ruin a nabob—ay, anybody and everybody, except a rich, cautious old bachelor I could name;’—and he laughed, or affected to laugh, which amounts to about the same thing with a fop.

“ ‘You are welcome to your jest, Sir Robert,’ returned the veteran, rather testily, ‘though curse me if I can tell where the humour lies.’

“ ‘There, don’t be angry, Nixon—don’t be angry,’ said Sir Robert; ‘the world well knows you are a woman-hater—detest the whole sex, and so it is excusable.’

“ ‘The world knows a d——d lie, then,’ exclaimed the blunt old man, thrown off his guard by the puppyism he abhorred; but, looking



at his watch, he observed—‘However, if you please we will walk on, for I see I am now beyond my time for an appointment’——

“ ‘Not with a lady, Nixon, for a hundred,’ returned the other. ‘But, positively, I cannot go farther into the City—should lose caste; they will smell me at the west end to-night of villanous *tobacco*; I shall be nicely *smoked*.’

“ ‘You were not always so fastidious,’ growled Nixon; ‘but some people have a knack of kicking down the ladder they mount by. Good day, Sir; time is precious with me.’

“ ‘By, by, Guardee,’ returned the baronet, as a dashing currielé, with a groom in a gaudy livery, pulled up by the curb-stones of the pavement. ‘But stay one minute, or avast, as you would say—I am rather close-hauled just now; could you give me a cheque for a thousand—only a thousand; you can deduct it from the quarter’s revenue.’

“ ‘Your bills have always been duly honoured,’ answered the seaman, reproachfully; ‘indeed, too often for your own good. Retrench, Sir Robert—retrench, or it is possible you may have to dip your hand in a tar-bucket again.’

“ ‘Faugh! villanous tar,’ ejaculated the buck, ascending the currielé. ‘Remember, I shall draw upon you for a thousand, Guardee; and positively some of it shall be placed to your account by way of charity.’

“ ‘Pshaw! folly!’ said the plain-dealing son of Neptune. The currielé drove off; and Nixon, looking once more at Poor Ned, drew a rapid contrast in his mind between the results of ninepence, the price of the boy’s feast, and a thousand pounds, soon to be squandered by the baronet. ‘Poor fellow! what will become of him?’ mentally repeated the Captain, as he turned away; and the reply of Poor Ned supplied an answer—‘I must beg or prig, but would rather work.’

“ How often do the most important events of human life hinge on the decision of a moment. Can it be mere fate that regulates our actions? Is there no still small voice, soft and consoling as the balmy zephyr of a summer’s eve, that whispers satisfaction to the mind of him who has performed his duty? Yes, there is ‘a divinity that stirs within us,’ to guide, direct, and rule the whole; else why should the words of the blessed author of Christianity have been in a moment deeply impressed upon the very heart of the worthy Captain—‘Forasmuch as ye have done it unto one of these, ye have done it unto me.’ The noise and confusion upon ‘Change—the transacting of business at Lloyd’s—the price of stocks—the rate of freight and passage at the Jerusalem—nothing could wear out the recollection of the poor little houseless and unfriended child of want, and—‘What will become of him?’ frequently intruded on the Captain’s thoughts.

“ As soon as circumstances would permit, away strode the generous Nixon, with indescribable impatience and anxiety, yet without any definite design or intention, and, having arrived at the spot where he had left Poor Ned, he looked about in every direction, but the lad was gone; he inquired at the shop, but they had seen nothing of him; and, after a fruitless search in the alleys of the neighbourhood, the Captain, with a self-accusing conscience, was walking dejectedly home. ‘Perhaps,’ thought he, ‘that lad might have become an honourable and useful member of society, and my negligence has thrown him into the

vortex of this great world, to grow up a pest to his fellow-creatures—'to beg and prig,'—those were the words. Yet what nonsense it is for me to feel interested in the welfare of a little ragged dog, who has, perhaps, been brought up to the trade of making dupes.' He paused for a short time, again looked carefully around, and then uttered audibly—'Poor fellow! he is gone; what will become of him?' and pursued his way towards the Strand. He had not, however, proceeded far when he felt a gentle tug at the tail of his coat, which at first remained unnoticed; but the repetition caused him to turn, and there, running close at his heels, with bare feet and uncovered head, was the object of his earnest thoughts.

"'Holloa, you young rascal!' roared the Captain, catching hold of the boy's arm, to the surprise of the numerous passengers who crowded that great thoroughfare,—'Holloa! what the devil do you mean by giving me all this trouble, eh? Haven't I been looking for you this hour past, you young monkey? But come along:' and regardless of the crowd that began to assemble (anything collects a crowd in London), he seized hold of the boy's hand, pushed hastily through all obstruction, hailed a hack, jumped into it, gave his orders, and off they started—the Captain whistling with all his might, 'Go patter to lubbers and swabs, d'ye sec.'

"Ned was quite delighted with his ride; and when the coach stopped at a large house in Bolton-row, Piccadilly, the ragged urchin followed the Captain, unbidden, in at the door, but was at first repulsed by a tall footman, who, though accustomed to the eccentricities of his master, could not conceive that a little dirty beggar was to become an inmate of the house. The Captain's 'let him alone,' however, prevented further molestation, and Ned ascended the stairs behind his generous patron, and entered a handsomely furnished apartment. 'Send the steward to me,' ordered Captain Nixon; and in a few minutes afterwards a tall, raw-boned, elderly man, with a colour and countenance that at once bespoke the veteran tar, made his appearance. 'Will,' said the Captain, 'take that young scamp,' pointing to Ned, 'into the kitchen, and let some of the maids give him a fresh scrape and a paint—d'ye hear me?'

"'Ay, ay, Sir,' responded the man, giving the boy no very friendly look; 'and what'll I do with him arterwards, Sir?'

"'As soon as he is well washed bring him up to me,' replied the Captain; 'but mind they don't spare the soap! I shall dine alone to-day.'

"'Very well, Sir,' returned the man, and beckoning to Ned, the lad seemed hesitating whether he should obey; but a waive of the Captain's hand, and a 'Go, and be washed, Ned,' decided him, and he accompanied the steward from the room, leaving Nixon to dream of future speculations with respect to the manner of disposing of him.

"'Why, Mr. William, who the deuce have you got there?' exclaimed a female advanced in years, as she emerged from a neat little parlour, and met the steward and his convoy in the passage.

"'You must ask the Captain, Mrs. Waxwell,' replied the steward abruptly; 'mayhap if you overhaul his log you'll find it entered in black and white.'

“ ‘What do you mean by that, Mr. William?’ ejaculated the female; when do I haul the Captain’s log, as you call it? the only log I know belonging to the Captain is yourself. Why, what a collection of dirt and rags!—there, keep away, child, you offend my nerves.’

“ Will grinned—‘The Captain says you are to get him washed and cleaned—cut up one of your petticoats to rig him out in a frock and trousers—and he is to sleep with you.’

“ ‘That’s a lie,’ said Ned, ‘he never said any such thing.’

“ ‘Holloa, young scape-grace,’ vociferated the steward, ‘who told you to shove your oar in?’

“ ‘I didn’t shove my oar in,’ returned Ned; ‘I only told the truth. The Captain said one of the maids was to wash me.’

“ ‘And, pray, who the devil may you be?’ demanded old Will; ‘some gentleman in disguise going to sea to wear his old clothes out, eh?’

“ ‘I am nobody but Poor Ned,’ replied the boy in plaintive and mournful accents, that made their way to the seaman’s heart.

“ ‘Poor Ned!’ repeated he; ‘well, well, my boy, there’s no one shall do you any hurt: be a good lad, and come along;’ and they descended to the kitchen.

“ ‘What in the name of patience have you got there?’ inquired the cook. ‘Why, what do you bring him here for? I can’t have any entrylopers about me whilst I’m getting the dinner dished; so run up the airy steps, and be off, you little rascal.’

“ ‘I won’t stir,’ answered Ned, ‘and I’m not a rascal.’

“ ‘Highly tighty,’ exclaimed the cook, strutting up to him; ‘and pray who do you call yourself when you’re roasted?’

“ ‘I’m Poor Ned,’ replied the boy, ‘and I’m not going to be roasted.’

“ ‘Do you bring your beggars here to insult me, Mr. William—here in my own kitchen—my providence, as I may say?’ remonstrated the cook, griddling herself into fury: ‘out, I say,’ and she approached to catch hold of him; but the boy being too nimble for her, jumped away, and a chase commenced round the table, to the great delight of old Will, and several of the servants, who had been attracted into the kitchen by the noise. The cook caught up a wooden skimmer in her progress, and just as she had got within reach of Ned, down he dropped upon all-fours, and the ponderous pursuer, unable to check the impetus of her way, tripped over him, and fell sprawling upon the floor, shaking the building by the concussion, and dragging down a basket of plates from the table, that clattered, and crashed, and danced about in all directions, whilst Ned sprang upon his feet again, and was making for the door, when his retreat was suddenly arrested by Captain Nixon himself, who made his appearance in the kitchen.

“ ‘Why, what does all this mean?’ exclaimed he, in a voice of anger; ‘what is all this hubbub and bobbery about?’ No one answered, but each began to move off separate ways. ‘Speak, Will,’ shouted the Captain; ‘what the devil does all this mean?’

“ Will thus individually addressed, smoothed down his hair, gave his quid an extra turn, hitched up his breeches, and pointing at Ned, replied,—‘The boy, Sir.’



“ ‘The cook, Sir,’ cried Ned; ‘I only got out of her way to keep from being beat.’

“ ‘From being beat!’ reiterated the captain; ‘who was going to beat you, pray?’

“ ‘The cook, Sir,’ answered Ned, ‘with this wooden spoon,’ taking it up from the floor.

“ ‘And what had you done to be beat?’ inquired Nixon, half regretting having brought the boy into the house.

“ ‘Nothing,’ answered Ned; ‘only I was ragged and dirty; and that was Nan’s fault, for she spouted all my duds and her own too.’

“ ‘Spouted your duds!’ repeated the Captain, ‘what’s spouting your duds?’

“ ‘Took ’em to my uncle’s,’ replied Ned, somewhat irritated at being thus questioned.

“ ‘And what is that great hulk doing on the floor?’ asked Nixon, alluding to the cook.

“ ‘She’s *aground*, Sir,’ said Will, with a business-like look; ‘she was chasing the youngster round the table to start him with the skimmer, when she suddenly heeled over and went down.’

“ ‘I tripped her up,’ said Ned; ‘why should I be beat for what I can’t help? Come, cook, let me help you up again,’—(and the lad took hold of her arm—a *small* joint nearly as big round as the boy’s body—but was unable to lift it). ‘I am sorry you fell down, cook, but I don’t like to be beat.’ Still the cook remained motionless. ‘Now don’t be shamming it,’ said the boy, ‘you’ll have ’em get the straw presently, as they did to old Nan.’

“ ‘And what did they do to old Nan?’ asked the Captain, entertaining the same opinion as the lad.

“ ‘I’ll show you,’ replied Ned, and running to a hamper containing straw from which some earthenware had just been taken, he brought his arm-full of the straw and laid a quantity close to the cook’s hands and face. ‘Am I to go it, Sir?’ asked he, looking as innocent as possible.

“ ‘Oh, yes, certainly,’ returned the Captain; ‘go it by all manner of means;’ and he seemed highly diverted by the lad’s manner of proceeding. Away ran Ned to the fire, with a wisp in his hand, which he lighted, and returning equally as quick, he applied the flame to the straw upon the ground, which igniting and blazing in an instant, up jumped the cook, to the infinite mirth of the Captain and old Will, and to the entire satisfaction of Ned, who considered it, from experience, as the only method of curing people of fits. ‘I thought she’d come to,’ said Ned; ‘it always cured old Nan.’

“ Order being restored, the Captain returned to the drawing-room. Ned was well scrubbed, though not without making considerable resistance, and being somewhat tightened in his rigging. ‘Come along, young six-foot,’ said old Will, ‘you’re a little more ship-shape now, and I’ll hand you up aloft in a clean plate.’

“ ‘I won’t go in a plate,’ answered Ned, in a positive tone; ‘if I’m to go I’ll walk.’

“ ‘Well, then, walk, you young scamp,’ returned the old seaman; ‘but avast, let your betters go first.’

" On his re-introduction to the drawing-room Captain Nixon was both surprised and gratified at beholding the animated and fine countenance of his protégé, whose full round eyes sparkled with pleasure. ' Well, Will, and pray what do you make of him ?' inquired the Captain.

" ' He's a cute un, Sir,' replied old Will, ' as sharp as a needle ; it's my opinion he's up to a thing or two ; but there, this is a comical world for a fellow to get his education in.'

" Captain Nixon repeated his former questions to the lad relative to his history, but Ned seemed rather shy of answering ; indeed, all they could get out of him was, that his name was Ned, and he'd been wandering about the country with old Nan ; adding, ' perhaps he'd tell 'em more when he knew they wouldn't split.'

" ' But where does your uncle live,' inquired Captain Nixon ; ' the uncle that has got your clothes ?'

" ' I've a good many uncles,' replied Ned, ' and old Nan knowed 'em all.'

" ' Lord love your heart, Sir,' said old Will, ' he don't mean a right earnest natral uncle, but one as keeps a pop-shop—a pawnbroker, Sir.'

" ' Yes,' assented Ned, ' that's it where there's three gold cricket balls hangs out at the door.'

" ' There's a someut round the boy's neck, Sir,' said the Steward, ' stitch'd up in a bit of wash-leather, but I wouldn't open it for all the world, as I thinks it's a charm.'

" ' Get along, you old blockhead,' exclaimed the Captain. ' Here, my boy, let me see—let me see,' and Ned drew forth a small bag neatly sewed up, having a cord attached to suspend it round the neck. The Captain examined the exterior ; ' and where, my man, did you get this ?'

" ' Can't tell you,' answered Ned ; ' I've worn it ever since I can remember ; and Nan says it was born with me.'

" Nixon smiled, and debated in his own mind whether he should open it : he pressed it with his fingers, and there evidently was some hard substance within ; and after a few minutes' deliberation he deposited it in his desk. ' Well, Ned,' said he, ' will you stay and live with me ?' The boy's eyes sparkled, but he did not speak ; ' or shall we send you to old Nan again ?' He was still silent, but his looks spoke his gratification at the first proposal, and his disgust at the second. ' But we must have no more thieving, you know.'

" ' I never did thief ; I only prigg'd,' said Ned, sharply, as if offended.

" ' And pray what is the difference between thieving and prigg'ing ?' demanded the Captain.

" ' Prigg'ing is helping yourself to what lies in your way ; and thieving is taking things that lies out o' your way,' answered the boy.

" ' A nice distinction, truly,' remarked the Captain ; ' and pray, Ned, who taught you that philosophy ?'

" ' I never had any,' replied Ned ; ' but if you'll let me live with you,—and the boy's voice softened into harmony—' I'll never prig again ;—let me live with you for ever.'

" ' Very well—very well ; be a good lad, and you shall be taken care of,' said the Captain ; ' and now what would you like best to do ?'

‘Have some of the roast meat I saw at the fire,’ replied Ned, ‘and that hamper of clean straw to sleep in, for I’ve only laid upon the stones these last three nights.’

“ ‘Good God!’ ejaculated the Captain; ‘how little do we feel for the privations and distresses of others! But the Almighty tempers the wind to the shorn lamb. There, take him to Mrs. Waxwell; Will, let him have plenty to eat, and then put him to bed in—’

“ ‘I’d rather have the straw,’ said the boy; ‘I arn’t been in a bed never, as I can remember, and perhaps I shan’t like it.’

“ ‘But you must try, Ned—you must try,’ remonstrated the Captain; ‘you’ll soon get used to it. And Will, send for a tailor, and let him be well rigged out, so that I may see him all ataunto by the time I turn out in the morning. There, go along, Ned; and Will, tell them to serve up dinner.’

“ ‘Ay, ay, Sir,’ answered the veteran, as they retreated from the room; and Ned followed his conductor to the apartment of the housekeeper. ‘Here he is again, Missus,’ said old Will, ‘come to be your messmate, and the Captain says you must blow in his ear and make much of him.’

“ ‘Humph!’ said the housekeeper, with a toss of her head; ‘I should have thought Captain Nixon would have known sufficient of the high rank of my family, not to have sent a strolling vagabond to be my companion. If this is all the respect he has for me, why, some folks is better out of the house than in it.’

“ ‘All very true—very true,’ assented old Will; ‘but I say, Mrs. Waxwell, don’t you smell a rat?’

“ ‘Lord, where?’ shrieked the housekeeper, holding up her clothes rather higher than suited female delicacy. ‘I shall die at the very sight of a rat.’

“ ‘Ay, whereabouts is it?’ cried Ned, dropping on his hands and knees, and crawling into the corners of the room in succession; ‘folks used to say I was the very devil at worrying a rat.’

“ ‘Nonsense—nonsense!’ said Will; ‘I don’t mean a living, right arnest rat, with a tail to it; though I make no doubt there is a tale, for all that: I means,’ and he applied the extremity of his forefinger to the tip of his nose, whilst he knowingly winked one eye,—‘I means a secret.’

“ ‘A secret?’ repeated the lady of pickles and preserves, as she drew nigher to the steward. ‘What is it, Mr. William?—of importance, eh?—a family affair?—well, I declare if I didn’t think so; but pray what is the nature of it? Will you take a glass of cordial, Mr. William—a little Cogniac, or some Jamaica rum?’

“ ‘I’ll take some rum,’ said Ned, ‘if it’s all the same to you. Old Nan always gave me a taste with her, though I like gin the best.’

“ The housekeeper raised her hands, and turned up her eyes in astonishment, whilst old Will, again winking, said, ‘Don’t mind him; it’s all gammon, and I’ll work out the particulars for you by and by;—I’ll take a glass of brandy, Mrs. Waxwell, if you please.’

“ ‘I don’t understand it at all,’ observed the housekeeper, shaking her head and her keys at the same time, as much as to say, ‘You’ll get no brandy without first telling me the secret.’



“ ‘Don’t you comprehend?’ asked Will, again winking and bringing his finger and nasal organ in contact. ‘Lord, how dull you must be!—what, don’t you take?’

“ ‘No,’ said Ned, laughing; ‘it’s no use winking; she can’t nose it; so neither of you will take.’

“ ‘You’ll soon take yourself out o’ this if you aint more civil, my young spark,’ uttered old Will angrily. ‘I shall know all about you by-and-by.’

“ ‘And then you’ll split,’ said Ned, sorrowfully; ‘but I don’t care, if the Captain will but stand my friend.—Why don’t you have the brandy?’

“ This was a home question, and there was no parrying it. Mrs. Waxwell held the keys in her hand, and old Will had expressed his assent to her proposition, but still no brandy appeared. ‘And so there’s a secret, eh?’ said the housekeeper, jingling her emblems of office; ‘but I don’t want to know anything about it. I never trouble myself with other people’s affairs, not I—brandy did you say, Mr. William?’

“ ‘Yes, Mrs. Waxwell; but not now, thank ye,’ returned Will, looking towards the door, as if about to move off; ‘some other time we’ll pipe to grog together; but I must bear a hand below, and tell ’em to send the Captain’s dinner up.’

“ The housekeeper fearing to lose a secret, hastily opened the cupboard and took out a case-bottle and glass. ‘So this is something of importance, Mr. William,’ said she, without attempting to pour out the stuff; and old Will scratching his head and continuing silent, she deposited the bottle and glass on the table and advanced closely to him, as if expecting the veteran to disclose his knowledge in a whisper. Ned, unobserved, filled himself a bumper, which he attempted to swallow, but the spirit was too powerful for one so young; it took away his breath, and letting fall the glass, he rolled upon the floor. Mrs. Waxwell was alarmed, and instantly hastened to his assistance, whilst old Will snatched up the case-bottle, put its mouth to his own, and never did lips meet with stronger tokens of affection. Having taken *quantum suff.*, he hastily quitted the room, and Mrs. W. was left in that enviable irritability of mind to which certain ladies are subject—of knowing that a secret was hovering round her, and yet she could not catch it.

“ Ned soon recovered the use of his tongue; indeed the brandy had greatly tended to loosen it, and made a sumptuous repast on the roast beef; he was then put snugly to rest in a comfortable little tent bed, though he vehemently declared his preference for the straw. Captain Nixon sat down to dinner alone, and was more than usually involved in thought. At length, addressing the old seaman, he said, ‘And what am I to do with the youngster, Will, now I have taken him in?’

“ ‘What, indeed, Sir?’ responded the veteran, who seldom allowed himself a thought beyond the echo of his master’s.

“ ‘D—the imp, I can’t, for the life of me, think what could have made him take such a taut hold of my heart,’ said the Captain.

“ ‘I can’t think, either, Sir,’ answered the veteran, removing the plate from before his master.

“ ‘It would be inhuman to turn him out in the streets again,’ uttered the Captain, musingly; ‘yet what am I to do with him?’

“It wouldn’t be the right thing to cast him adrift, Sir,” said Will; yet, as you say, what are you to do with him?”

“He must be sent to school, Will,” rejoined the Captain; “perhaps the parish school would be best.”

“Mayhap it would, Sir,” echoed the seaman; “I went to a parish school myself when I was a boy.”

“But they don’t use them well at the parish schools, Will,” argued the Captain; “I fear he would not be kindly treated there.”

“Why, as for the matter o’ that, Sir,” returned Will, “they’re not over and above generous in sarving out good natur in them places, as I can well testify; for though the master couldn’t write his name, I’m bless’d but he could make his mark.”

“Then a parish school will never do, Will, if they use the children in that harsh manner,” urged the Captain.

“Not by no manner o’ means whatsoever,” assented the steward; “he’d get more kicks nor ha-pence, with double allowance of tarred gingerbread, whether he desarved it or not.”

“How old is he, Will?—did you ask him any questions about it?” inquired the Captain; “I think he cannot be more than eight.”

“Your honor must know best,” replied Will, sniggering and grinning; “but I suppose his age may be somewhere away in that latitude.”

“What are you laughing at, and be d— to you?” exclaimed the Captain; who, being very serious himself, was offended to see the appearance of mirth in another; “are you parting company with what little sense you have got?”

“I ax pardon, Sir,” responded Will, called in a moment to a sense of propriety; “I ounly thought mayhap you’d made a good guess at his years; I’m sure I’d do anything to sarve the child.”

“Well—well, I believe you would, Will,” returned the Captain, softened into his usual kindness. “You may clear the decks, and place the port wine and a couple of glasses on the little table by the fire, and leave me by myself; I don’t want to be disturbed—do you hear?”

“Ay, ay, Sir,” replied the veteran, obeying orders with great punctuality; and in a few minutes Captain Nixon was seated in an easy chair by the side of the fire, with the wine at his hand, and his feet on the fender, deeply buried in profound cogitation on the text “Poor fellow! what’s to become of him?” Numerous were the castles that he built in the air; many a glittering prospect did he destroy with the poker; nor after he had retired to rest could he divest himself of schemes and plans for poor Ned’s welfare. In the mean time the object of his thoughts was soundly sleeping, but not on the bed; for after tossing about for some time on the feathers, the novelty prevented the enjoyment of slumber; so, wrapping himself up in the blankets, he crouched down in a corner of the room, where he soon became insensible to the outward world.”

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## THE AFRICAN.

"Gods! where's the worth that sets this nation up  
Above your own Numidia's tawny sons?"

CATO.

THE African character is a contradictory compound of credulity and cunning, of childish simplicity and deep sagacity, of savage ignorance and shrewd experience; the latter too often dearly purchased by his hazardous and stirring mode of living; and with all this he possesses a spice of daring ferocity, a love of exaggeration and of the marvellous, and a sad disregard of veracity, imbibed with his mother's milk, and engendered by his native habits. He tells you with the coolest impudence that "his country is a fine place, much better than buckra land; plenty yam; plenty salt fish, plenty clothes, plenty horses big as houses; dere he one genterman in Guinea, and daddy, for he one great king, with plenty slaves."

Now, this is from a fellow who in all probability rambled through the plains of Africa in paradise-uniform; ten, to one sold by his own daddy or relations to the Spanish or Portuguese dealer in human flesh, and, having been fortunately captured by some British cruiser, has become a soldier or settler in one of our colonies. During many years' experience in a regiment composed of Africans, notwithstanding all their vaunted "*amor patriæ*," I never found one who was willing to return home to his land of "plenty." "Oh, no! buckra country good enough for me; when me die I go see Guinea; dat plenty time to go den," was the universal answer of the discharged soldiers when questioned whether they would remain in the West Indies or go back to their own country.

The Africans are all excellent mimics. At their "drums," the females, decked out in their finest plumage, imitate accurately the airs, manners, and peculiarities of their mistresses—with a sheet of paper in their hands they affect to read and sing; they dance, walk, toss themselves about, receive the attentions of their partners precisely as their young ladies are wont to do. But the prince of humbugs, the hero to be crowned with "prickly pear," is an old African soldier, expecting to be discharged. From an upright, open-chested fellow with a jaunty air, he sinks at once to a decrepit-looking invalid—his head is bound with a large handkerchief, and a forage-cap stuck on the top of it, his great-coat flung like a bag upon his shoulders—he exchanges his musket for a stick, on which he leans heavily, and trails his steps along as if it was agony to walk—pressing the disengaged hand against the small of his back, by the way of supporting himself, he throws out, at well-timed intervals, a hollow racking cough, bursting from the very bottom of his lungs; and, on being asked what's the matter, answers, "Oh, massa (cough, cough), me too old, me too long King's man (cough again)—me berry old soldier—suppose I no get discharge soon, I go dead;" and then he totters off with a violent fit of coughing, as a well-directed fire upon your sympathy.

The Board sits—his pension settled—he gets his discharge, and with difficulty the poor old soldier hobbles off the parade-ground.



“Good bye, Captain; me go build one lilly house, and get one lilly goat and fowl, and plant yam, and me come see Captain by-and-by.” Time passes on, the man is forgotten, when, perchance riding along the road, you descry a figure pacing actively away in double-time, bounding forward at five miles an hour—the dress a blue flowing robe with wide sleeves, a smart black beaver hat, well-polished shoes, and a silk umbrella to protect the wearer’s head from the sun—and, on overtaking the pedestrian, you recognise in the respectable-looking mandingo with his white beard some poor old soldier. Habit or instinct will cause the mimic for a moment to resume his old tricks, and coax up a husky cough; but seeing a smile play over your countenance, he displays his ivories with a broad grin, and with “Marra Captain, how d’ye, massa? (adds in *sotto voce*) no have one lilly dalla for poor old soldier.”

In many of the West India islands, on a Monday morning, the scene before an extensive planter’s house is dramatical and farcical to a degree. In the porch sits the proprietor, flanked by the doctor and manager; behind stand the overseers and the head men; while in front a group of maimed, blind, palsied, miserable looking wretches present themselves for examination, as if an hospital had been opened, and its inmates swept out: first of all approach the women leading the attack: true to their sexes’ creed, they open the rebellious assault, handkerchiefs bandaging their heads and drawn to their eyes, tattered fragments of hats perched on the top of their skulls, exciting your wonder how they manage to keep them there; large blue frock coats, and the universal pleader—the stick, as if to stir up your sympathies, completes the equipment of these candidates for idleness and the sick house: each details her grievance and complaints,—fevers, coughs, pains in the chest, and the Lord knows what thousand ills mankind are subject to. The doctor feels pulses, examines looks, and tongues, puts sundry questions, and in nine cases out of ten prescribes field exercise as a sanative for the disease. The women disposed of, which is by far the most difficult job, then come the men. Why, surely these fellows were working away in the field last Friday, and now, as if the angel of pestilence had struck them, they are reduced from able-bodied, vigorous negroes, to debilitated cripples: coughs and fevers are the general and favourite complaints with the men, and “my chest hurt me, Massa; my tomack pain me, Massa,” the universal answer. Again the powers of the son of Hippocrates are called into requisition, and again the same remedy is prescribed; in fact, no physicians can advocate more strenuously or loudly the efficacy of exercise as a panacea for sickness. Last of all are ushered on the pickaninnies; but this is a childish effort to gain a holiday from Massa, and when detected they scamper off like a pack of monkeys. Worms is the general complaint with which the African children are annoyed, and when a brat is discovered infected with this disease, he is handed over to the tender mercies of the hospital nurse to be physicked and jalaped at her discretion.

To a European fresh from the old country, this would appear a scene of oppression: the proprietor, doctor, and manager—a set of wretches who conspired to work the miserable negroes without mercy; but by the old experienced hand, and one well acquainted with the African character—the wires that move the figures of the puppet-show, and the

motives that influence the actors, are fully understood. He knows that a very natural disinclination to labour actuates the negroes, and induces them to use every artifice to avoid it; and that if they have fevers or "tomack aches," they are the consequences of carousing and dancing all Saturday and Sunday night, or from having walked some ten or twenty miles from a "drum," not having been able to crib one of Massa's horses or mule to ride.

Connected with the Africans are many singular customs that illustrate the simplicity and cunning of their character, and cause them to bear a forcible parallel to our forefathers; perhaps not the least of these is the method to ascertain the guilt or innocence of individuals suspected of theft, by compelling them to undergo an ordeal to disprove their guilt, founded on as rational principles, and as likely to produce veracious and satisfactory consequences as those trials in "olden times," when, by touching the dead body of a murdered person, the blood flowing out, proclaimed the murderer, or by single combat, or by means of a champion, as so admirably described in the "Fair Maid of Perth."

A collar is made of the leaves of the "Barbadoes' pride"—a plant indigenous to that island, and to many of the other Antilles,—producing a flower of the richest and most brilliant appearance. The suspected person kneeling down, has this collar placed round his or her neck by one of the elders of the tribe, and utters the following words:—"If I thief Kitsey's salt fish, cuckoo, bit of meat, yam, (or whatever the stolen article may be), may Doctor Doodledoo choke me!" If the collar presses tightly round the throat, of course the culprit makes "a clean breast," and confesses the offence; but, on the contrary, if it remains open, he or she is exonerated from all guilt, and "honourably acquitted of the crime laid to his or her charge." The judge, in this case, who holds the said collar—not "scale of justice," has, no doubt, already formed his opinion as to the guilt or innocence of the party in question, and has determined what course the charm is to take; for by a dexterous turn of his fingers, he can cause "Doctor Doodledoo" to proclaim the thief, or by relaxing his hand, remove the imputation from an innocent person.

The fact is, we have never had a fair opportunity of judging of the Africans; no race of men can, or will, develop their true colours while in a state of slavery, and in the guise of "hereditary bondsmen;" only (with a few solitary exceptions) have we known "Numidia's tawny sons;" we have, therefore, attributed wrong principles, feelings, and ideas to them; we have set them down as a stupid, ignorant, revengeful, and indolent race of savages, forgetting that if they do possess these qualifications (which I question very much) in a greater degree than their white brethren, they were produced by the iniquitous system of oppression and degradation used by us towards them.

As yet the noxious climate of their vast continent, and the crooked policy of their rulers, have hitherto presented impenetrable barriers to Europeans; but when time and perseverance have conquered the latter of these obstacles, we may be enabled to estimate more accurately, and appreciate more justly, the African character.

L. S. O'C.

## THE WEST INDIES.

We have taken up the little work of Sir Andrew Halliday with every disposition to recommend it to our readers; but before doing so we find it absolutely necessary first to separate the chaff from the wheat, as there are a few of the worthy knight's deductions, which however much they may savour of originality, we are by no means disposed to subscribe to.

One of his first dissertations is regarding the benefit of early rising in the West Indies, whereon he has thrown a light which Solomon, from his ignorance of a new world, never dreamed of. If our readers retain any portion of that geographical lore so carefully flagellated into their memories in boyhood, they must recollect that in the western hemisphere the midnight hours do not chime till the matin-bell has roused our labouring population from their slumbers; hence our author gives the following reasons for early rising there:—

“Every physician knows with what pertinacity the animal machine adheres to its accustomed motions—its modes and periods of action and of rest. A few weeks may serve so to change our position upon the earth's surface, as to convert our English day into an American night; but the tardiness with which the human frame accommodates itself to so complete a revolution is very remarkable. It requires many months, and sometimes years, at a certain period of life, to establish a corresponding change in the thus suddenly intercepted regularity of the whole of our animal functions.”

“The reader may easily conceive, that if he has been accustomed for thirty or forty years of his life to go to bed at eleven at night, and rise at or before eight o'clock in the morning, as shown by the dial-plate in England, his health and much of his happiness will depend in a great measure upon the continuance of those regular habits, and that although he may occasionally remain till a late hour at a ball or convivial party, such irregularities, if too frequently repeated, will, even in Europe, be attended with sickness and suffering; what then must be the consequence if he takes the Barbadoes clock for his guide, and sits up till it tells him it is eleven or twelve, and does not rise next morning till eight or nine is striking? This manner of proceeding will, for a considerable time, have the same effect upon his constitution as if he had commenced in England to sit up every night till three or four o'clock in the morning, and did not rise till after noon; and who even here would expect to enjoy health if he began to deviate so widely from the course of his former life?”

Now, this may be all very well, so far as regards the West Indies, where this violence done to our habits can be so easily averted by rising and going to bed a few hours earlier; but Sir Andrew forgets that it is exactly the reverse in the East Indies, where, when the clock points to the hour of noon, the day has scarce dawned on our horizon; and yet so far from this being held as any excuse for our countrymen there courtng repose till the approach of evening, on the sage plea “that it requires many years to establish a corresponding change in the suddenly intercepted regularity of the whole of their animal functions,” we find early rising just as much practised as in the western hemisphere.

This simple fact, which seems entirely to have escaped Sir Andrew's notice, will sufficiently account for his important discovery never having previously “been mentioned even by medical writers,” and we believe, after this explanation, the ingenious author would have been quite as well pleased had he followed their example.

Barbadoes was the first island visited by Sir Andrew, and his third chapter contains a very animated and interesting description of the effects of the hurricane there in 1831. We should be happy to have given him all due credit for this portion of his labours, were it not that we had previously read the whole almost *verbatim* in a small publication on the subject by the editor of the Barbadoes newspaper, to which Sir Andrew, by-the-by, has forgotten to acknowledge his obligations.



But though for this account of the hurricane he may have been indebted to others, his theory of hurricanes is decidedly original; so much so, that we cannot forbear quoting it in his own words:—

“The higher we rise in the atmosphere the more it must be condensed. It is the absorbed heat given off from the surface of the land and sea, and not the solar beams, that rarifies and expands the air in contact with these, so as to fit it for the useful purposes of life. We may therefore suppose that at a great height the air which would occupy 10,000 cubic inches of space on the surface of Barbadoes will be so condensed as not to occupy more than 100 cubic inches. If this is granted, we may further suppose that by some combination of the solar influences, or by the abstraction or accumulation of the electric fluid, a vacuum is suddenly formed in the lower strata of the atmosphere, through which the upper strata rushes down to the earth's surface in their condensed form, and that when stopped by the solid earth, they expand with that force and violence which constitute the whirlwind and the hurricane.

“This vacuum in the lower strata (in whatever way it may be formed) I would liken to the barrel of an air-gun, and the earth's surface to the trigger, that allows a certain portion of the compressed air to escape; and we know, that in proportion as the air has been compressed or condensed within the receiver, so will it give force to the ball which it propels from the tube.”

Learned Societies of Edinburgh and Gottingen, whereof we observe our author is a member, what say you to a doctrine such as this!—the higher we rise in the atmosphere the more must it be condensed, ay, even until 10,000 cubic inches of space are compressed into a comparative nutshell! We are in some doubt whether the author really means to be serious; but, if so, then are we bound to tell him, though ashamed to cumber our pages in thus expounding the mere alphabet of physical science to one who annexes such an imposing string of titles to his name, that instead of the atmosphere being more condensed the higher we rise, it becomes more and more rarified; the absorbed heat given off from the land and sea, which our author gravely supposes to *rarify and expand* the air so as to render it fit for the useful purposes of life, being more than a hundred times counterbalanced by the pressure of several miles of superincumbent atmosphere which, however attenuated, still has weight. Did our author never hear of the principles on which the barometer is applied to the measurement of heights, or by which the laws of refraction are calculated? or are these too simple subjects to engage the attention of the learned men of Edinburgh and Gottingen? The author does not condescend to explain how this magazine of air is to remain compressed with the wide expanse of ether above and the supposed attenuated atmosphere below ready to restore it to equilibrium. Indeed, it seems that the voyage to the West Indies, though it may have cured the gout, has brought with it the oblivion of sundry elementary principles of physics, which it is essential for those who venture to expound the mysteries of nature to recollect.

Sir Andrew, not content, however, with explaining the phenomena of the heavens, dips also into the formation of the earth, as witness the following account of the formation of the Western World:—

“When that overwhelming and mighty power which at the command of Omnipotence had raised the Andes to their present elevation throughout an extent of more than four thousand miles, and laid the foundations of the great continent of South America, could no longer act in an upward direction, it would naturally seek a horizontal course through the media that offered the least resistance. Accordingly, as I suppose, it must have taken a course at first nearly north-east, but as it proceeded it gradually inclined more to the north and west, and when it reached the eighteenth degree of north latitude it was suddenly changed to a course due west or west and by north. This river of liquid fire must, I think, have moved upon the surface of the primitive crust of the earth, and under the accumulated strata at the bottom of the ocean, and it evidently was not able to penetrate through these strata until it reached the middle of the Mexican Gulf, where it must have vomited forth what now constitutes the western promontory of Cuba. Successive layers were, no doubt, rapidly added, and hence the present extensive island of that name.

“When this enormous mass of matter had cooled down to a certain point, the resistance, we may also suppose, became greater than the force of the current could overcome, and, consequently, that it would seek another and an easier exit. This was found where St. Domingo and Jamaica now have existence. These in their turn became solid masses too ponderable to be further elevated by the expansive power of the heat. The main stream then threw off many lateral branches, which gave origin to the Bahamas (not by overflowing, but by forcing up the superincumbent strata to a certain height), before the resistance was sufficiently great to force it to the surface at Puerto Rico.

“The next great outbreak must have been at Guazaloupe, where the overflowing matter has formed two separate masses, and from which it sent those minor rivers that raised the foundations of the Virgin and Leeward Caribbee Islands, situated in the angle of its main current.”

After this wholesale specimen of manufacturing islands, we believe most of our readers will be disposed to allow these rivers of liquid fire to pursue their course without further comment. The author's thoughts and suppositions on these matters may be all very true, for aught we know to the contrary, for here he has wisely chosen a subject on which it would be difficult to produce evidence to confute him; but we are willing to bet ten to one that any of those speculative philosophers who take special delight in showing how the world was created could readily adduce, at least, a dozen theories on the subject, equally plausible. It does, however, excite our surprise that one who explains the formation of the West Indies with as much confidence as if he had made his voyage thither in the Ark instead of the good ship Pandora, should have committed so great an outrage on the elementary principles of physics as to suppose the existence of a magazine of condensed air in the upper regions of the atmosphere to serve as a kind of celestial pop-gun for the discharge of hurricanes.

As we are not particularly anxious about the formation of the West Indies, we shall not enter further into our author's disquisitions on that subject: it is sufficient for us to know that they are created—that they abound with whole mountains of sugar, rivers of rum, and groves of limes,—a due admixture of which, mingled with a proper modicum of water, forms a most seductive liquor termed punch—a copious libation of which, we rather apprehend, must have stood at Sir Andrew's elbow during his hurricane speculation, for we know, from sad experience, it often confuses the finest-spun theories, and does occasionally lead a man into strange vagaries.

Let it not be supposed, from this specimen of the ludicrous at the outset, that we are disposed to maintain there are no merits in the work: on the contrary, there is a very good account of British Guiana, where the author spent about a twelvemonth, and seems to have noted carefully the capabilities of that rising and important colony. To this is tacked, however, a great deal of argument to show, that it is not sufficient to have burdened ourselves with twenty million of debt to pay for the bodies of our sable brethren, but that we ought forthwith to expend a corresponding sum in the erection and endowment of churches for the edification of their souls. Now, though we profess ourselves no less anxious than our author for the spiritual welfare of all castes and colours of her Majesty's subjects, still we venture to suggest, that when so large a portion of our countrymen, particularly in the sister isle, are groping in mental and spiritual darkness—when hungry famine is preying on the vitals of our fellow-subjects in the North—it would display quite as much worldly wisdom, and certainly no less true Christian charity, if the sum our author is so anxious to devote to the conversion of heathens abroad were applied to ameliorating the condition of our suffering population at home.

From the statistical details of Guiana furnished by the author, we are happy to find that there, at least, the apprenticeship system works well. On this point we did not entertain much doubt—for, except in name, and in the restriction of the hours of labour, the negro population are as much



slaves as ever. If indolent or refractory, the lash is still made to quicken their application, though now *applied* only under magisterial authority. If mutinous or rebellious, the same severe laws as before can readily be put in operation—they are still overawed and constrained to an observance of the public peace by a considerable military force. But once absolutely free—with no law to compel them to labour—none to restrain them from those confederacies which a knowledge of their own strength will most likely induce—with no property to lose—with everything to gain by a change—will they continue, year after year, to see wealth, place, power, engrossed by their former task-masters, when it requires but their own fiat to will it otherwise? We doubt it. However, time will show; and sincerely do we wish our forebodings may never be realized.

Our author's remarks in regard to the condition of the soldier in the West Indies form by far the best portion of his work, and place in a striking light the evils under which our troops have long suffered in that climate—evils which, we are happy to think, have at length undergone investigation, and are in process of amendment.

After detailing the comforts of service in a regiment at home, he states, at page 84:—

“The moment, however, it becomes that regiment's tour of duty to proceed on service to the West India colonies, the men are frequently so crowded together as to be deprived of every comfort, and have their health much injured. The diet is such as many of them have never before tasted, and when landed under the burning heat of a tropical sun, they are fed on salted meats for five days in the seven. This quantity of hard salted meat would produce an agony of thirst even in Europe; but in the West Indies it is intolerable, and leads to irregularities that are, alas, too often fatal to the individual.”

Again, at page 92, he states:—

“All the prospective rewards for good conduct, and all the appeals that can be made to the feelings of the soldier, will never overcome his physical wants or quench that craving for drink which is far more distressing and overpowering than hunger itself, and, as has been found, when not satisfied, has always ended in the most furious delirium and madness, and finally in death.

“The climate, of itself so exhausting, naturally induces a craving for liquids; but when we aggravate that craving a thousand fold by the salted and dry food which we compel the soldier to live upon, and when, also, as in some of the colonies, we aggravate his sufferings still further by giving him a palliasse to lie upon filled with the crude husks of the Indian corn stalk, and swarming with vermin, can we wonder that he should become irregular in his habits, and quite indifferent as to the consequences of his actions? I have conversed with many respectable non-commissioned officers on this subject, and they have assured me, that when they had no opportunity of exchanging their salt provisions for fresh, and were, from circumstances, compelled to live upon their rations, their lives were so miserable that self-destruction was often contemplated. They could only mitigate their sufferings by drinking gallons of water during the day, and then when the time arrived for going to bed, they tried to procure sleep or forgetfulness by swallowing an enormous quantity of brandy or rum, or of whatever spirit they could procure.”

In his remarks on British Guiana, he again alludes to the subject with equal feeling and force:—

“The first and great cause of disease among the troops in British Guiana, and it is still a principal cause in many of the other West India colonies, as well as in this, is the confined and very defective state of the barrack accommodation.”

So far as regards that colony, our author states the defect to have lately been remedied by the exertions of Sir Benjamin D'Urban, but that much yet remains to be done in the others.

The effect of a continued restriction to salt provisions, in such a climate, is thus described by our author, who, as an old medical officer, must have had ample opportunities of witnessing it:—

“In all our colonies within the tropics it is bad policy to feed our troops on salt



provisions, and although they are not so pernicious in some of these colonies as in others, yet they uniformly predispose, and are the chief cause of the unusual mortality of the epidemics that so frequently occur in all of them. These epidemics, as is evident, arise from causes of which we know almost nothing, and, I allow, are quite independent of the habits or conditions or even the food of the inhabitants; but that they are more or less aggravated by such habits and conditions, and more especially by unwholesome food, is equally certain. The issue of every case of disease will depend upon the sound or unsound state of the body that is attacked; and that state, as is now fully admitted, is almost always modified or produced by the quality or the kind of food with which the body has previously been nourished and supported. When the constitution is sound, and the body is well nourished and vigorous, that epidemic will appear as a mild and easily subdued disease, which in a different condition of the body will extinguish the vital principle with a force and a rapidity that baffle all attempts at alleviation or cure."

While the troops have been suffering under this cruel privation what has been the object? Not economy certainly, for it appears by the reports of the Committee on Military Expenditure that, exclusive of the loss by wastage and expense of stores, clerks, and commissaries, salt provisions cannot be issued in the West Indies under 5 $\frac{3}{4}$ d. a pound, whereas by a letter from the Government Secretary of British Guiana to the Commissary-General at Barbadoes, quoted by the author, it appears that a constant supply of fresh meat can be had for the troops there at 6d. a pound; while in Trinidad and Tobago it is as low as 5 $\frac{1}{2}$ d. a pound. We are not informed what is the price in other islands, but here at least it would appear there must have existed a positive determination to convert the soldiers' stomachs into receptacles for brine, *even at an increased cost to the public.*

That the Army at large is indebted to Sir Andrew for bringing these topics before the public, there can be no doubt; but he must not suppose that to the appearance of his work at the eleventh hour is to be attributed, as we observe some of his reviewers have been kind enough to assert, those important ameliorations in the diet and condition of the troops in the West Indies announced by the Secretary-at-War in the debate on the Army Estimates. For these we know to have been carried into effect, though not officially announced to the public, several months at least before his work issued from the press; and he may readily suppose it would have betrayed more haste than judgment on the part of our authorities had they resolved on such important measures without any further evidence than his assertion merely.

There can be no doubt that the great mortality among our troops in the West Indies must long ago have engaged the attention of the Secretary-at-War, for so far back as October, 1835, he appointed two officers, who had been previously engaged in statistical pursuits, Depy.-Insp.-Gen. Marshall, and Lieut. Tulloch of the 45th Regiment, to investigate the extent of mortality in these colonies, from the records in the Medical Department, and to report the causes to which it was attributed in the medical authorities. We understand the substance of that report to have been circulated in the West Indies, by order of his Majesty's Government, at least twelve months ago, and as the Secretary-at-War, in his speech on the Army Estimates, alluded to that investigation as the groundwork of the recent changes, we presume there can be no mistake in attributing to these officers, at least, the merit of having brought faithfully under review the evils which our author so strongly deprecates.

We are anxious to put our author and his friends right on this point, because, though these officers may have no wish to force their merits on the notice of the public, it is not fitting that the result of their labours should be attributed to others, who had no share in them. It must, however, be exceedingly gratifying to them to find their deductions so strongly corroborated by one who has recently served on the spot, for whatever objections we may have to the knight's physical, we have none to his

military disquisitions, which breathe an anxiety for the welfare of the soldier, alike creditable to his judgment and his feelings; and if, in his future labours, he will only confine himself to recording the facts which come under his observation, and carefully eschew all physical and geological theories, we feel confident that our next review will not require to be so strongly embued with the salt of criticism as the present.

We beg leave to append the following letter, with which we have been favoured by Sir Andrew Halliday, with reference to a notice to correspondents in our Number for last month:—

MR. EDITOR,—There is a good old wholesome rule, which every public journalist ought to bear in mind, and that is,—“*Suum cuique tribuere*,”—and I have no hesitation in saying that it is by the firmness with which you, Sir, have adhered to this rule that the “United Service Journal” has obtained its just celebrity and its powerful influence with the public, as well as with both Services.

In your notice to correspondents for last month, you say that some injudicious critic had attributed to me “the honour of having originated the beneficial change which has so happily taken place with regard to the diet of our troops in the West Indies;” and which, you very properly add, *is not true*. Sir, it was that able and venerated philanthropist, the late Dr. Jackson, who first mooted this question, and urged the propriety of giving the soldier more fresh meat in these colonies; and it was his no less able friend and follower, Dr. William Fergusson, now of Windsor, that followed up Dr. Jackson’s recommendations, and through his personal influence with Sir James Leith (then commanding the troops in the West Indies) that the fresh meat rations were increased to four and five days in the week; and which continued for several years, and until the *Comptroller of Army Accounts* discovered that they could make a show of saving 15,000*l.* per annum by reducing the fresh meat rations in the West Indies to two days in the week. It appears to have been no consideration of theirs how many brave men might perish or become lost to the Service. It was quite enough that the balance-sheet showed a saving in the article of money. In consequence of their report a Treasury order was issued reducing the fresh meat ration accordingly to two days in the week, and as such it had continued, as a general regulation, from 1821 until my arrival in the West Indies. It was occasionally deviated from, under particular circumstances, when sickness became unusually prevalent, or when such men as Sir Benjamin D’Urban saw and could estimate the pernicious effects of that unwholesome food; but in general it was considered as almost tantamount to mutiny for any medical officer to dare to recommend an additional allowance of fresh meat, whatever he might consider the necessity or propriety of such an indulgence. I am not the only one that has been made to suffer for such presumption.

Now, Sir, I beg you will not take any trouble to prove that the blessed change which has taken place did not originate with me: I am not entitled to any such merit. But I do claim, and am entitled to claim, the merit of having, by my representations, remonstrances, and reports, drawn the attention of the Secretary-at-War and others to the subject, and of having procured a full and free inquiry, which has already led to most important results, and which, as it appears that inquiry is still going on, will eventually lead to greater benefits.

The brave defenders of our country owe much to your powerful advocacy of their cause, and your exposure of abuses. I trust you will persevere; but it would not detract from your own just merits to cheer on occasionally a humble imitator. I concur in every syllable of the general officer’s letter to Lord Fitzroy Somerset, which appears in your last Number, but all that he recommends was again and again urged upon the authorities



by Dr. Jackson. It is not only the localities of most of the barracks that are bad, but also their construction and interior arrangements; and so long as the Engineers are allowed to build according to their own fancy, and without any consideration as to remote contingencies, or any regard to the reports or recommendations of competent medical officers, it would be in vain to expect any improvement. If I am not very much mistaken, the General Hospital at Barbadoes was begun and completed without a question being asked of the chief of the medical staff; and I believe I first got the character of being a *troublesome fellow*, by presuming to ask some questions about its plan and future arrangements, and freely expressing my disapprobation of some of them.

When men of weak minds, or of *deranged minds*, get to the head of a department, the members of that department are all individually sufferers, and the whole are driven from their proper place and lose much of their usefulness; and woe to the man that dares then assert even a show of independence—particularly within the tropics. But surely this cannot always continue: there are men growing up in the medical department who have talents and education, as well as spirit, to assert their independence and proper *status* in the Service. But I must have done; Sir James M'Grigor has told me more than once that my writings, *out of the profession* do little honour to the department, but as I hold what I have now said is strictly professional, I beg you will honour me with a place in your pages, though you have not yet condescended to take any notice of my little volume on the West Indies.—I am, Sir, your very faithful servant,  
ANDREW HALLIDAY.

Hampton Court, 11th July, 1837.

#### A POPULAR HISTORY OF THE STEAM-ENGINE\*.

THE piston-rod of the air-pump being attached to the same side of the centre of the lever beam that the steam piston is, it is evident their ascent and descent must be performed at the same time; therefore the air-pump piston moving air-tight in its barrel, and the valves opening upwards, it follows, on its being drawn up by the lever beam, a vacuum will be formed in the barrel below it, into which will rush from the condenser, through the pipe M' (fig. 9), the water of injection, as well as that resulting from the condensation of the steam, together with the air disengaged by that process, from whence it cannot return, the valve M opening from the condenser. On the next descent of the piston, this accumulation of air and water is forced upwards through its valves, and ejected on its ascent through the pipe and valve K into the hot-water well; the temperature of the water in this reservoir being considerably raised by the liberation of the latent heat contained in the steam, a sufficient portion of it is returned into the boiler by the pump Y' and pipe H, to supply the waste occasioned by the vaporization. The injection-water being supplied from the cold cistern, it was necessary to provide means for maintaining its temperature at as low a degree as possible. This was effected by a constant stream of cold water being supplied by the pump Y, worked by the engine, and by a waste pipe being inserted near the top of the cistern, through which the warmer water passes off, which, being lighter, ascends and occupies the upper part of the vessel.

This is an outline of the single-acting engine of Watt in its improved state. But the ingenious inventor was unable to bring these engines fairly before the public until the project received the countenance and

\* Continued from page 232.



support of Dr. Roebuck (the founder of the Carron iron-works), a gentleman possessed of some capital, and of a very enterprising disposition. By the Doctor's assistance Mr. Watt was enabled to erect one of the improved engines at a coal-mine on the estate of the Duke of Hamilton, at Kinniel, near Borrowstoness. This being the first working engine which Mr. Watt erected, the greatest care was taken in its construction, and it was from time to time improved until its advantages were so apparent, that, in the latter end of the year 1768, Dr. Roebuck was induced to advance the necessary funds for procuring a patent, which was enrolled in their joint names in the April of the following year.

Watt now hoped to reap the benefit of his labour and ingenuity; but his expectations were not destined to be realized at that time, in consequence of some pecuniary embarrassments in which Dr. Roebuck became involved. This casualty so much disheartened Mr. Watt that he had almost determined to abandon the further prosecution of the project, when fortunately proposals were made upon the part of Mathew Bolton, Esq., of Birmingham, one of the most wealthy and intelligent manufacturers in the kingdom, for the purchase of Roebuck's share of the patent. The negotiation was concluded in 1773, to the satisfaction of the several parties concerned.

Mr. Bolton being a man of affluence, excellent address, and possessing great personal influence, joined to an ardent, generous, and persevering disposition, was admirably qualified to take up and bring to perfection a project which promised to be productive of such important national benefits. Mr. Watt, on the contrary, was of a reserved and studious disposition, and from this contrast of character, it may be inferred, being enabled to appreciate the qualities by which each were distinguished, no two individuals ever more cordially agreed in their intercourse with each other.

Matters being thus adjusted, Mr. Watt removed his residence to Birmingham, and one of the first acts of the patentees was to erect an improved engine at "Soho" (the name of Bolton's factory), for the inspection of such persons engaged in mining operations as might feel disposed to substitute the patent engines for those upon the old construction; yet notwithstanding the manifest advantages of the new engines, much opposition was given to their introduction, from the prejudice generally entertained against new inventions, and the unprincipled attempts of persons employed in the manufacture of atmospheric engines. The delay occasioned by the several causes before mentioned convinced Mr. Watt that the term of the patent must expire before his expenses could in any degree be reimbursed; the patentees, therefore, assisted by several influential friends, applied to parliament for an extension of the patent, which was obtained in 1775, for a term of twenty-five years.

Watt having entered into partnership with Bolton, the new firm directed themselves with energy and success to the manufacture of the improved steam-engines; a portion of the factory at Soho was appropriated to that purpose; and from the increased facilities thus obtained some excellent engines were produced. There still existed a considerable prejudice against the new system, which was in part attributable to the increased first cost of the engines, occasioned by the greater accuracy required in the construction of the several parts. To overcome these difficulties, Watt and Bolton proposed to erect their improved engines upon terms in themselves extremely liberal and highly advantageous to the proprietors of those upon the atmospheric principle. These consisted, in the first place, in allowing a very high price, in part payment, for the old engines, and requiring a third part only of the fuel saved by the employment of the patent engines for license to use them, as compared with the quantity formerly consumed when doing the same work with coals of the same quality.

A very ingenious mode was adopted by the patentees to ascertain the

amount of this reserved quantity, which they termed the *patent third*, a piece of mechanism called a *counter* was connected with the lever-beam of the engine, composed of a train of wheel-work inclosed in a box, one wheel of which received motion from every stroke of the engine. The number of strokes was registered upon a kind of dial or index. The counter was inclosed in a box, secured by two different locks, the key of one being kept by the patentees, and the other remaining in the possession of the proprietor. At stated intervals a traveller, in whom confidence could be placed, was sent round by Watt and Bolton to determine the amount of the patent third. Some proprietors had an average struck, and agreed to pay an annual sum to the firm in lieu; and it is reported by Playfair, that the saving of fuel which resulted from the use of the patent engine, as compared with the consumption of those upon the atmospheric principle, for three of the larger engines employed at the Chasewater mine, Cornwall, amounted to 7200*l.* for one year only.

We will here advert to a property of steam first observed by Mr. Watt about the year 1769, which he described in a letter to Dr. Small of Birmingham as a mode of "still doubling the effect of the steam by using the power of the steam rushing into a vacuum, at present lost\*." That is to say, if the cylinder be half filled with steam, and the communication with the boiler be then shut off, the vapour already admitted will expand and press with a diminishing power the piston to the bottom of the cylinder. This property steam possesses in common with all other elastic fluids, atmospheric air, the various gases, &c. Mr. Watt, therefore, in availing himself of the expansibility of the steam, not only saved a considerable portion of the vapour, but by cutting off the flow of steam in due time from the boiler, equalised the motion of the piston, which was found to descend with an accelerated velocity when the steam was allowed to flow into the cylinder to the end of the stroke. This operation is termed working the steam expansively.

The expansive force of the vapour of water appears to be always in direct proportion to the pressure under which it is generated. Thus steam produced from water boiled in a vessel communicating with the open air will exert a force equal to the atmospheric pressure, or about 15 lbs. on the square inch, and indicate a temperature of 212 degrees. If vapourised under the pressure of two atmospheres it will exert twice that force, or 30 lbs., and the temperature of the steam and water will be raised to 250 degrees, and so on. At the same time the space occupied by the vapour will decrease in the inverse ratio of its pressure; while the temperature of the water, previous to the formation of the steam will be proportionably increased. Therefore, the elasticity of steam being as its density, it follows that the vapour on the removal of that pressure will expand into a volume equivalent to the pressure so removed, and still retain sufficient elasticity to balance the atmospheric pressure. This position is proved by the following experiments, as given in "Milne's Practical View of the Steam Engine:"

By MR. WATT:

| Steam at the temperature of |   | Gave an elastic pressure equal to |
|-----------------------------|---|-----------------------------------|
| 213° degrees of Faht.       |   | 30 inches of mercury.             |
| 215                         | • | 31 " "                            |
| 217                         | • | 32 " "                            |
| 219                         | • | 33 " "                            |
| 220.5                       | • | 34 " "                            |
| 222                         | • | 35 " "                            |
| 223.5                       | • | 36 " "                            |
| 225                         | • | 37 " "                            |



|       |   |   |   |   |    |   |   |
|-------|---|---|---|---|----|---|---|
| 226.5 | „ | „ | • | • | 38 | „ | „ |
| 228   | „ | „ | • | • | 39 | „ | „ |
| 229.5 | „ | „ | • | • | 40 | „ | „ |
| 231   | „ | „ | • | • | 41 | „ | „ |
| 232.5 | „ | „ | • | • | 42 | „ | „ |
| 234   | „ | „ | • | • | 43 | „ | „ |

By MR. PHILIP TAYLOR.

| Steam of |                  |   |   |   | Gave a force equal to |
|----------|------------------|---|---|---|-----------------------|
| 214      | degrees of Faht. |   |   |   | 31 inches of mercury. |
| 216      | „                | „ | • | • | 32.30 „               |
| 217      | „                | „ | • | • | 33 „                  |
| 218      | „                | „ | • | • | 33.70 „               |
| 219      | „                | „ | • | • | 34.2 „                |
| 220      | „                | „ | • | • | 35 „                  |
| 221      | „                | „ | • | • | 35.5 „                |
| 222      | „                | „ | • | • | 36.2 „                |
| 223      | „                | „ | • | • | 37 „                  |
| 224      | „                | „ | • | • | 37.5 „                |
| 225      | „                | „ | • | • | 38 „                  |
| 226      | „                | „ | • | • | 38.8 „                |
| 227      | „                | „ | • | • | 39.5 „                |
| 228      | „                | „ | • | • | 40.2 „                |

According to Mr. Wolfe's experiments.

| Force in lbs.<br>Per square inch. |                | Degrees<br>of Heat. |                 | Times<br>its Volume. |                 |
|-----------------------------------|----------------|---------------------|-----------------|----------------------|-----------------|
| 5                                 |                | 227.50              |                 | 5                    |                 |
| 6                                 |                | 230.25              |                 | 6                    |                 |
| 7                                 |                | 232.75              |                 | 7                    |                 |
| 8                                 |                | 236.25              |                 | 8                    |                 |
| 9                                 | Requires to be | 237.50              | And at these    | 9                    | And continue    |
| 10                                | maintained by  | 239.50              | respective      | 10                   | equal in elas-  |
| 15                                | a temperature  | 250.50              | degrees of heat | 15                   | ticity to the   |
| 20                                | equal to about | 259.50              | can expand      | 20                   | pressure of the |
| 25                                |                | 267                 | itself to—      | 25                   | atmosphere*.    |
| 30                                |                | 273                 |                 | 30                   |                 |
| 35                                |                | 278                 |                 | 35                   |                 |
| 40                                |                | 282                 |                 | 40                   |                 |

\* With every deference to the authority of Dr. Lardner, the writer cannot but believe the calculations of those eminent individuals on the elasticity of steam are founded in truth. At page 152 of the Doctor's work on the steam engine, &c, the following remarks occur:—"If it were admitted that every additional pound avoirdupois, which should be placed on the safety valve, would enable steam, by its expansion into a proportionally enlarged space, to attain a pressure equal to the atmosphere, the obvious consequence would be that a physical relation would subsist between the atmospheric pressure and the pound avoirdupois! It is wonderful that it did not occur to Mr. Wolfe that, granting his principle to be true, at any given place, it would necessarily be false at another place where the barometer would stand at a different height." Thus, if the principle were true at the foot of a mountain, it would be false at the top of it; and if it were true in fair weather it would be false in foul weather, since these circumstances would be attended by a change in the atmospheric pressure, without making any change in the pounds avoirdupois."

Surely the author of the foregoing remarks must have forgotten that the expansibility of steam being proportioned to the gross pressure under which it is generated, it can signify nothing how much of that force may be due to artificial, or how much to atmospheric pressure. Supposing the barometer stood at 28 inches, and the valve loaded with a weight of four pounds to the inch, then the steam, before it could raise the valve, would require to be of an elasticity of  $14 + 4 = 18$  lbs. If the barometer stood at 30 inches, then the steam must be of sufficient strength to balance  $15 + 4 = 19$  lbs., and so on. Now, the elasticity and density of steam being



It has been asked by the writer from whose work these experiments have been extracted whether high and low pressure steam contain the same quantity of caloric relative to the number of volumes to which the former can expand, contrasted with the latter. "If they do," says he, "contain the same quantity of heat, from whence can any saving of fuel be effected by the use of highly elastic steam?" The cause of the saving of fuel in the use of high pressure steam would appear to be, that steam formed from water under atmospheric pressure contains 995 degrees of heat in a latent state, which is employed in maintaining the water in its vaporous form, and, therefore, does not assist in the production of the motive power—that is, it does not increase the elasticity of the steam, but is carried off in the vapour and lost, excepting about 180 degrees imparted to the water of condensation; whereas in steam raised to a greater elasticity, not only is the proportion of the latent heat diminished, but the sensible effect is increased, for the increments of the expansive force of steam increase faster than those of its temperature. Mr. Watt ascertained by experiment that the sum of the latent and sensible heats was, under all circumstances, a constant quantity\*.

From the invention of the atmospheric engine it had ever been considered a desideratum to be enabled to apply the steam engine as a first power to drive machinery in general. About the year 1758 a Mr. Kean Fitzgerald proposed a plan for converting the intermitting motion of the atmospheric engine into a continuous rotatory one, by the application of which he proposed to work mills of various kinds. The principle adopted by Mr. Fitzgerald consisted of a combination of large toothed wheels, and smaller ratchet wheels, placed on a shaft bearing a fly wheel, which were worked by teeth upon the arch-head of the beam of the engine†.

In 1767 two gentlemen of the name of Clarke and Stewart constructed mechanism to effect that object to be applied to certain sugar-mills in some of the West India islands; and in the following year another attempt was made to obtain a rotative motion from an atmospheric engine employed at Hartley colliery. But that proposed by Jonathan Halls, in 1736, for applying the power of the atmospheric engine to propel vessels was by far the best and most ingenious—namely, the crank, the contrivance adopted at the present for that purpose. But none of those projects were entertained by the public; and so completely had the invention of the crank been forgotten, that it was actually re-invented by Mr. Watt forty years after the date of Hall's patent. The difficulty, in fact, lay in the nature of the impulse to be acted on, which consisted of a single downward movement. This obstacle early presented itself to Mr. Watt, who had been long impressed with the importance of being enabled to apply the steam-engine to drive machinery in general. To obviate the difficulty presented by the intermitting action of the single engine, several plans occurred to Mr. Watt, one of which was to apply a cylinder and piston to each end of the working beam, which would in that case be actuated by an alternate impulse, and the loss of power and time occasioned by the action of the counterpoise in drawing up the piston avoided, while some approach to regularity of motion might be obtained by supplying both the cylinders with steam from the same boiler. Some other plans were tried, but were soon laid aside in favour of a contrivance, which, although, apparently simple, was equally distinguished with the other inventions of Watt by exquisite ingenuity and invaluable practical results.

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equal, its expansion must necessarily be in proportion and equal to the artificial pressure to which it is subjected plus the pressure of the atmosphere under which it is generated. It should be remembered the term atmospheric pressure does not signify a constant quantity.—AUTHOR.

\* Ency. Brit. art. Steam.

† Stewart's Hist. Steam Engine.

We have seen that in Watt's improved engine the elasticity of the steam for pressing down the piston in the cylinder had been substituted for the atmospheric pressure. It was now proposed by Watt to admit the steam from the boiler to act upon the under side of the piston, so as to force it upwards after it had been depressed, and at the same time to open a communication between the upper end of the cylinder and the condenser, by which the ascending stroke of the piston would be made in vacuo, in the same manner that it had been forced down; the effect of which arrangement was, in fact, just to double the action of the single engine. This may be considered as the final improvement effected by Mr. Watt in the principle of the steam-engine, and which may now be deemed perfect in theory; the machine being actuated by an impulse nearly constant, and freed for the first time from the enormous dead-weight of the counterpoise. Nevertheless several subsidiary improvements remained to be projected in order to render the double engine practically available to the driving of machinery in general, and to adjust its power with sufficient accuracy. These objects Mr. Watt effected with his usual ingenuity by the application of four admirable contrivances. The first is the parallel motion, for connecting the piston-rod with the lever-beam; the second, the crank, for imparting the power of the engine to a shaft; the fly-wheel, to continue the motion so received; and lastly, the ball governor, by which the velocity of the engine was equalised, notwithstanding the work which it had to perform might occasionally vary. It is purposed therefore to offer a short description of each of these auxiliary inventions, which conferred on the steam-engine a power approaching almost to animal life.

So long as the action of the engine was that of a single downward impulse, a strap or chain passing over the arch-head of the lever-beam, and attached to the piston-rod was sufficient to communicate the impulse between them, being that of a pull both on the descent of the piston and the reaction of the counterpoise; but in the new power conferred upon the engine, it became necessary to devise some means by which a pushing impulse could be imparted from the piston-rod to the lever-beam. It is manifest a chain, from its flexibility, would have been altogether inapplicable to such a purpose, neither would it have been practicable to have applied the piston-rod immediately to the end of the working-beam, in consequence of the curved motion of the latter, which would deflect the piston-rod from its rectilineal path, and render it impossible to preserve the stuffing-box, through which it passes in the cover of the cylinder, steam-tight. One of the earliest plans adopted by Mr. Watt to effect that object was to place a sector containing teeth on the arch-head of the lever-beam, and to attach an upright rack to the piston-rod, which geared into the teeth of the sector. This contrivance was found to work very unequally: the teeth were constantly breaking, and the whole apparatus very liable to go out of order.

These difficulties being found insuperable, Mr. Watt, on further reflection, was led to the invention of that beautiful mechanism called the parallel motion. This consists of a number of rods or levers moving on centres, and connected with each other by pivots, being interposed between the end of the piston-rod and the lever-beam, by the action of which the rectilineal motion of the piston-rod is preserved, but the power, in its transmission to the lever-beam modified into a curve. The annexed diagram will explain the principle upon which the action of the parallel motion depends. Suppose the levers A B, C N of equal length, and moving freely on the centres C B, having their ends connected by pivots with the rod N A. It is manifest that in moving the lever upwards or downwards there must be some point in the length of the rod N A which does not incline to one side or the other, and as the levers are of equal length, their ends must describe equal arcs, therefore that point must be in the centre

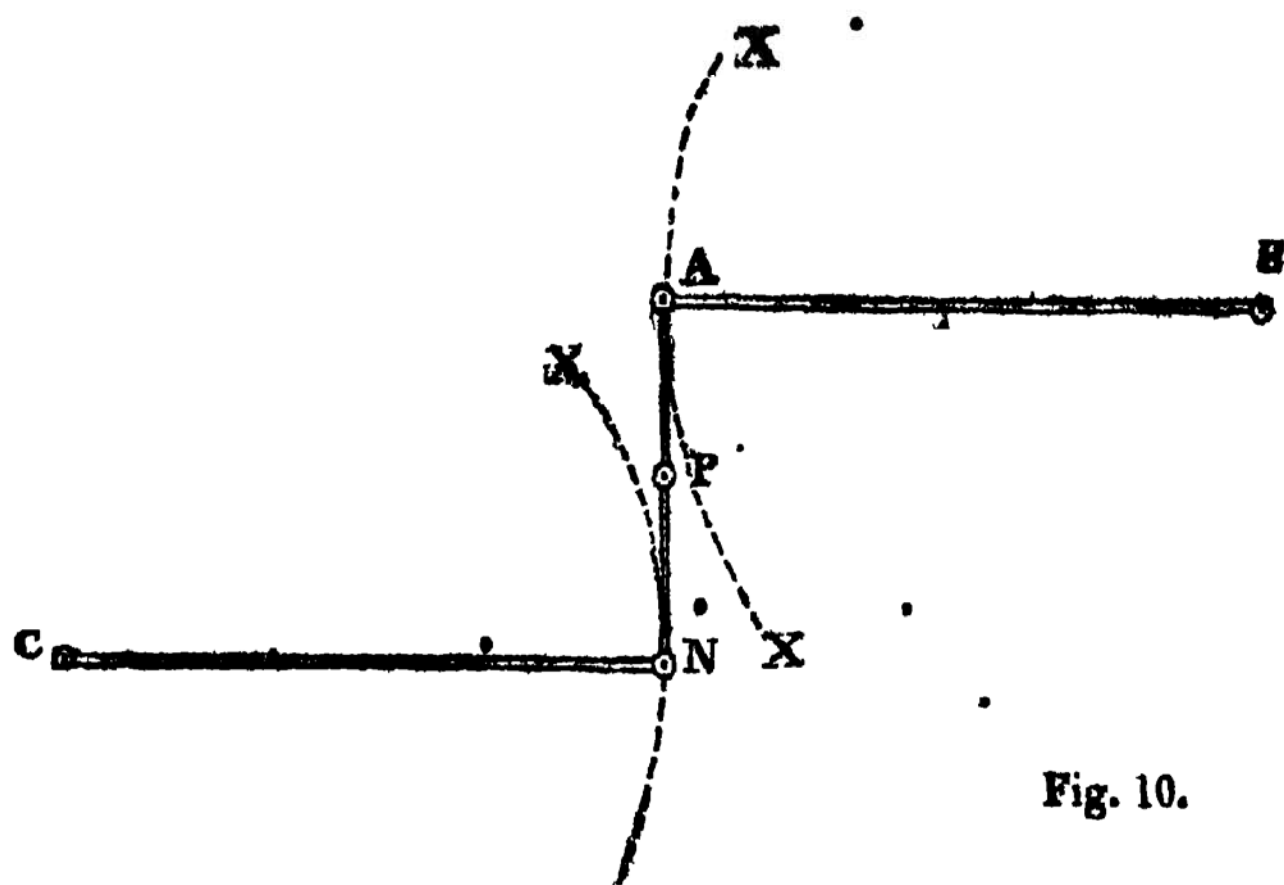


Fig. 10.

of the rod  $N A$ . Now suppose that the lever  $A B$  formed one end of the beam of a steam-engine, and the piston-rod was attached to the point  $P$  in the rod  $A N$ , it is clear that the rectilinear motion of the piston-rod would be preserved, while at the same time the end of the beam and that of the lever  $C N$  would describe the curves  $X X$ . This arrangement of the levers is modified in practice according to circumstances, but the principle is preserved. The disposition most usually adopted is that of an oblong square, which is selected for the purpose of guiding the rod of the

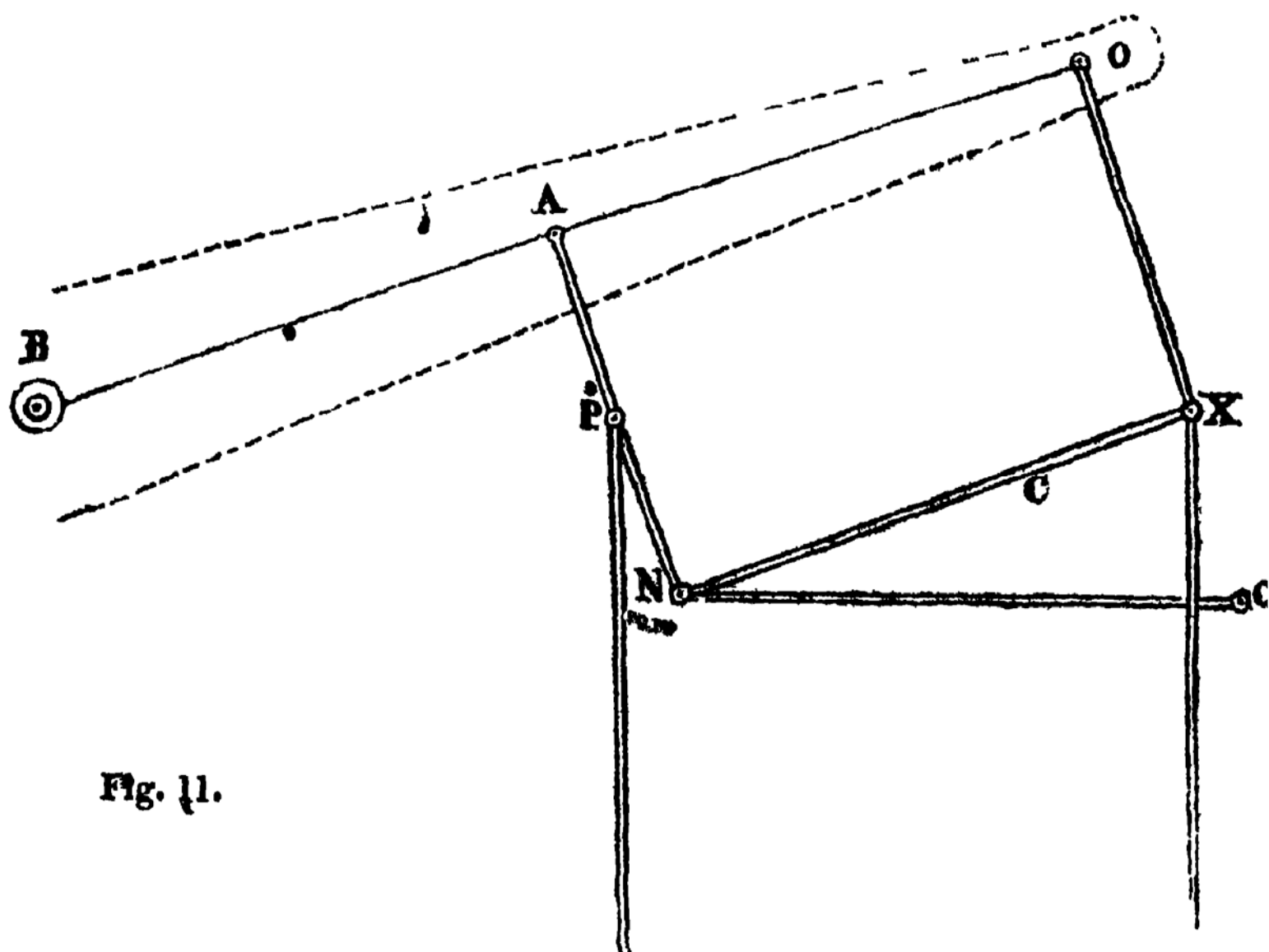


Fig. 11.

air-pump piston in a path parallel to that of the steam piston-rod; for it is found in practice, and can be demonstrated, if the lever  $A B$ , in the next fig., be increased to  $O$  (double its length) and the rod  $X O$  be twice



the length that P is from A, then the path of the point X will be parallel to that described by P, (provided the rods A N and X O be preserved parallel to each other,) but it will move through double the space. This is effected by uniting X and N, by the coupling-rod G, which is equal to A O, to the end of which is connected the bridle lever N C, as in the former fig. Therefore the steam piston-rod being attached to X, and that of the air-pump to P, it follows the length of the barrel of the air-pump should be about one-half that of the steam-cylinder. The different levers which form the parallelogram are connected at their junction by pivots on which they play freely.

It is true that in a strict mathematical sense the points P and X describe complex curves; but as the arcs of vibration through which the levers move are but small, the deviation from a right line is practically insensible.

The proportions of the levers of the parallel motion may be varied according to circumstances; those most commonly adopted are, for the parallel and radius rods, each one-fourth of the lever-beam, and the links to which they are attached one-half the length of the stroke of the engine.

Mr. Watt's first attempt to convert the reciprocating motion of the engine into one of continued rotation was to apply two engines acting upon two cranks fixed to the same axis, set at an angle of 120 degrees to each other, (in the same manner that the paddle-shaft of a steam-vessel at the present day is driven,) with a light fly-wheel to equalise the motion. This plan succeeded in a most satisfactory manner; but having neglected to take out a patent for such an application of the crank, and the plan having been divulged by one of the workmen employed, Mr. Watt endeavoured to effect the same object by other means. He accordingly invented

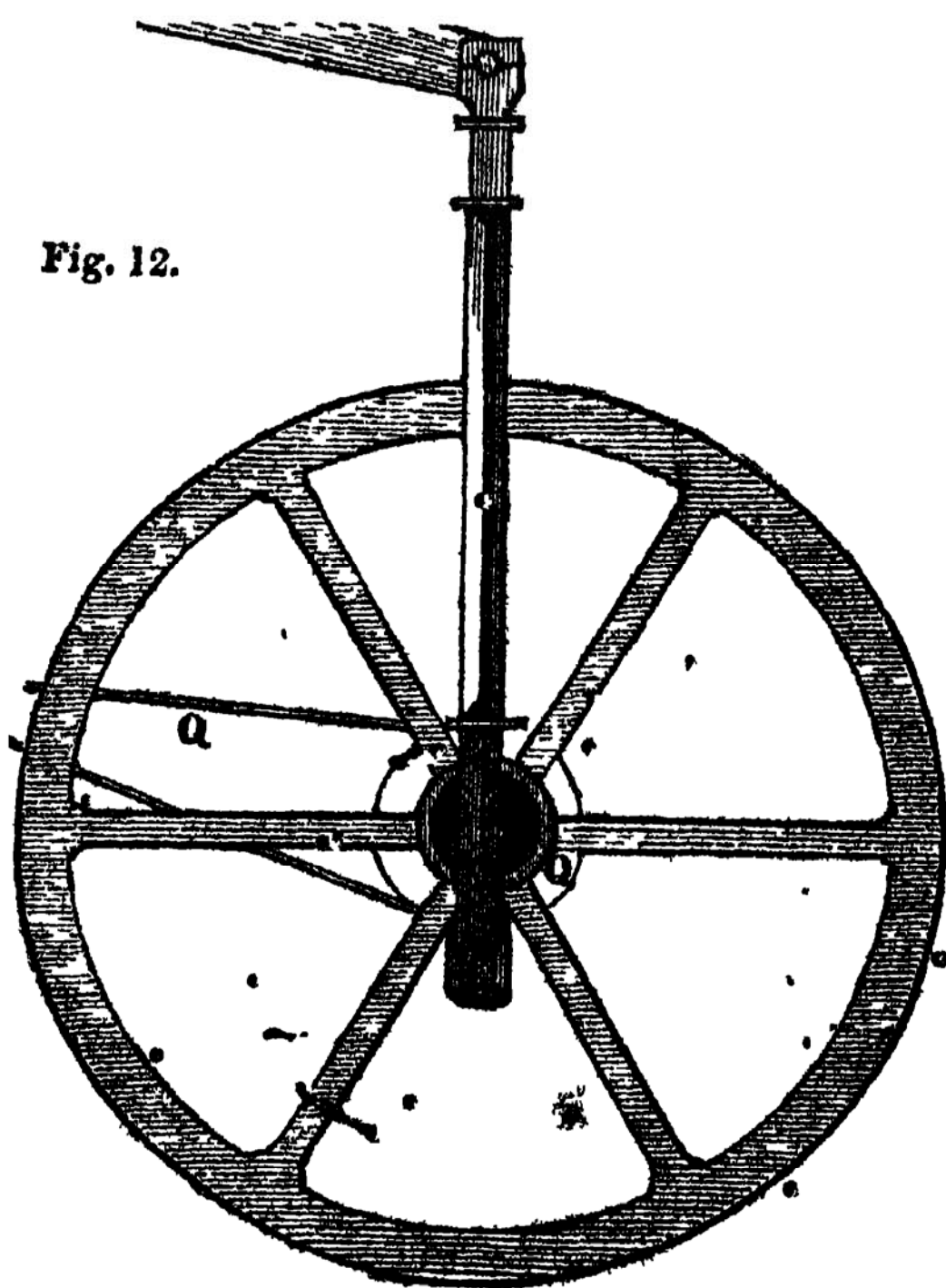


Fig. 12.

a very ingenious piece of mechanism, which he called the "sun and planet wheel." This contrivance consisted of two toothed wheels, working in the same plane, and gearing one into the other; one of which, termed the sun wheel, is wedged firmly on the fly-shaft; and the other, called the planet wheel, is fixed immovably to the lower end of the connecting rod, (the upper end of which is attached to the lever-beam of the engine,) so that neither the sun nor planet wheels revolve on their axis. It is therefore evident, that in raising the beam of the engine, the planet-wheel must be raised with it; the effect of which will be, to turn the sun-wheel round, and consequently the fly-shaft on which it is keyed: this imparts momentum to the fly-wheel, by which the motion is continued, when the engine is passing the centres, that is, when the connecting rod is in a line with the crank, or when it coincides with a line passing through the centres of the sun and planet wheels,—for in that case it is manifest the crank or sun wheel would be acted on perpendicularly, and consequently such an impulse could have no tendency whatever to turn the fly-shaft round.—See diagram of the fly-wheel, crank, and connecting rod. But, as before stated, the momentum imparted to the fly-wheel carries on the rotative motion, and enables the engine to recover itself from these critical positions in which it is placed twice in every revolution.

However ingenious the principle on which the sun and planet wheel acted, that mode of producing a rotative motion was attended, in practice, with several serious objections; its construction was complicated and expensive; the teeth of the wheels were constantly breaking; in short, that contrivance bore about the same relation to the crank that the rack and sector did to the parallel motion; the only advantage it possessed over the crank consisted in its imparting additional speed to the fly-shaft. However, it answered Mr. Watt's purpose in evading Wasburgh's patent for the crank,—a knowledge of which had been surreptitiously obtained; and on the expiration of that term the crank was brought into general use, the application of which has been continued to the present time.

In applying the steam-engine to general manufacturing purposes, it was deemed indispensable to possess some means of adjusting its power and velocity, in order to prevent any variation in either. Such variation was apprehended to arise from two causes, which no degree of attention upon the part of the engine-man could prevent; one was any sudden increase or diminution of work the engine was performing; and the other, from any change in the rapidity with which steam was generated in the boiler, owing to any variation in the intensity of the combustion of the fuel. To counteract the irregularity proceeding from these sources, Mr. Watt adopted the happy expedient of the "*ball governor*." He first placed in the pipe which conveyed steam from the boiler to the cylinder a valve of a peculiar construction, called the throttle-valve,—the operation of which was to shut off the flow of steam from the boiler, in whole or in part, so as to proportion the quantity of steam employed to actuate the engine to the work to be performed. The valve consisted of a circular plate, vibrating on an axis which passed through the centre of its plane, so that when the plate was turned across the bore of the tube, the passage of steam from the boiler was completely shut off; and, on the contrary, when the edge of the plate was in the direction of the length of the tube, little or no obstruction was offered to the full flow of steam. It was at first intended to have adjusted the throttle valve by hand, but, on reflection, Mr. Watt was convinced that the engine itself might be made to regulate it with greater precision than any assistant, however attentive: to effect which, Mr. Watt applied, by a very elegant arrangement, a contrivance which had long been adopted to regulate the motion of corn-mills, called a "*lift-tenter*;" it consisted of two metal balls suspended by rods from a collar, through which was passed, vertically, a spindle, or axis, which received motion from the main shaft of the mill; therefore, according to the velocity with which the axis was made to revolve, so would the balls fly off by the



centrifugal force, which, by raising or depressing the end of a lever attached to the collar, caused the mill-stones to separate or approach each other.

This contrivance, with some modification, Watt applied to equalise the motion of the engine; a sheave was placed upon the lower end of the spindle of the governor, and a corresponding one upon the fly-shaft, having an endless band passed round them both; therefore, both the fly-shaft and the spindle revolved with the same velocity. The collar to which the metal balls were attached was connected, (as in the former instance) by a series of levers with the axis of the throttle-valve; consequently, when the velocity of the engine became increased, the balls of the "governor" would fly off, by which (through the intervention of the levers) the valve would be proportionably closed, and the supply of steam reduced; and on the speed of the engine being diminished, a contrary effect would take place. In our 10th figure it is applied somewhat differently, but the principle is the same; so that the quantity of steam admitted into the cylinder is apportioned with the utmost accuracy to the degree of power the engine is required to exert.

After the several improvements by which the steam-engine was rendered applicable as a first power to machinery in general, and endued almost with the powers of vitality, mechanists began to bestow more pains upon the finish and external appearance of the engine, and some attempts were made to improve the arrangement of the several parts. A considerable improvement in the construction of the lever-beam was also effected, which had been previously composed of massive beams of timbers bolted together, and which, together with the ponderous arch-heads, chains, and counterpoise, was of an enormous weight, cumbrous, and expensive; instead of which was introduced cast or wrought iron beams, which were equally strong, comparatively light, and had a neat and elegant appearance\*.

The formation of the valves, and the mechanism by which they were worked, excited considerable attention. The description of valves adopted by Mr. Watt consisted of a conical plug, which was alternately raised from, and let down into, a socket or aperture in a plate, contained in the valve-box. In the double engine there were two of these valves at the top of the cylinder, and two at the bottom. The two which admitted steam from the boiler to the cylinder were called the upper and lower steam-valves. The other two, which opened a communication between the cylinder and the condenser, were called the upper and lower eduction-valves. A steam-valve and an eduction-valve were contained in each box, at the top and bottom of the cylinder, so that each end of the cylinder communicates both with the boiler and the condenser. As it was essential to the action of the double engine, that while the steam was admitted to press on one side of the piston, a passage should be opened between its opposite side and the condenser, so it was necessary that each steam and eduction-valve should be opened and shut simultaneously—that is, the steam-valve at the top of the cylinder should be connected with the eduction-valve at the bottom, and the lower steam-valve with the eduction-valve at the top. This Mr. Watt effected by different ingenious arrangements, one of which may be thus described—from the centre of each valve was a stem, which protruded steam-tight, through the valve-box, but as the valves were placed one over the other, the stem of one of them was a tube through which the stem of the other was passed; the stems of each pair of valves being united, were acted on by an alternate motion derived from the *excentric*, which will be described presently†. The valves shown

\* Lever-beams composed of iron were first suggested by Dr. Robison.—*Ency. Brit.*

† This mode of working the valves was invented by Mr. Watt subsequently to that shown in our fig. of the double-engine; but it has been mentioned here in con-



in the fig. were worked by the alternate ascent and descent of certain pins or tappets in the rod of the air-pump, which, as before stated, was attached to the beam of the engine.

Several alterations in the construction of the valves have from time to time been suggested, for some of which patents were obtained: They consist, for the most part, of continued valve-boxes of an oblong form, extending from the top of the cylinder to the bottom, in which were passages leading to the boiler and condenser, the apertures of which were opened and shut with slides. Although some of those arrangements exhibit considerable mechanical ingenuity, engineers of the present day generally prefer those on the principle invented by Watt. The objections urged against the slide-valves are, that in consequence of the narrowness of the passages the steam has to traverse in its admission from the boiler, it becomes to a certain extent "*wire-drawn*," by which its force is considerably diminished; and, also, the quantity of steam contained in these passages being condensed at each stroke of the engine, occasions a considerable waste of vapour.

It is not thought necessary to enter into a minute description of those contrivances, the object of this treatise being rather to give a popular account of such leading improvements in the steam-engine as have been practically adopted, than a detail of the various inventions devised by mistaken ingenuity. Those, however, who may be desirous of further information respecting the system of slide-valves are referred to Dr. Lardner's excellent work on the Steam-Engine, where a minute and clear description of each is given, accompanied by well-executed diagrams.

The improved mode of operating on the valves called the *eccentric*, has been generally adopted, especially in marine engines, which is found to act more smoothly and evenly than the motion imparted by the rod of the air-pump. This consists of a motion derived from the shaft of the fly-wheel, on which is placed a disk, or sheave of iron, excentrically, that is, the shaft, instead of going through the middle of the disk, passes through about half way between its centre and the circumference. Round the edge of the disk is an iron strap or collar, the sides of which are perfectly smooth and lubricated with oil, so that the disk may revolve within it. Two iron arms of the required length project from the band, whose ends are united, and connected at their extremity with the mechanism attached to the valves. Now as the disk revolves freely within the band, it is manifest that the lever attached to it will be drawn backwards and pushed forwards by each revolution of the fly-shaft, through a space equal to double the distance between the centre of the disk and the part through which the shaft passes; consequently, a reciprocating motion is obtained by which the valves are opened and shut.

#### WATT'S DOUBLE ENGINE.

Our tenth figure is a representation of the double-acting engine of Watt, in which are included the different inventions before described.

In the steam-cylinder A, enclosed in the jacket J J, works the piston P, the rod R of which is connected with the end of the lever-beam L B by the strap 1. The beam plays on the centre O. The rod of the air-pump piston R' is also attached to the great beam by the strap 3. The tappets in the rod acting on the spanners T and T', open and shut the valves 1, 2, 3, 4, by means of the mechanism M M, N N. G is the ball-governor, connected by the lever H with the throttle-valve I. S the pipe by which steam is conducted from the boiler to the cylinder. X and Y are the upper and lower valve-boxes, each of which contain two valves, one to admit steam from the boiler, and the other communicating with the con-

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sequence of a patent having been taken out for a similar plan by Mr. Murray, of Leeds, which was set aside by Mr. Watt, who showed he had previously practised it.

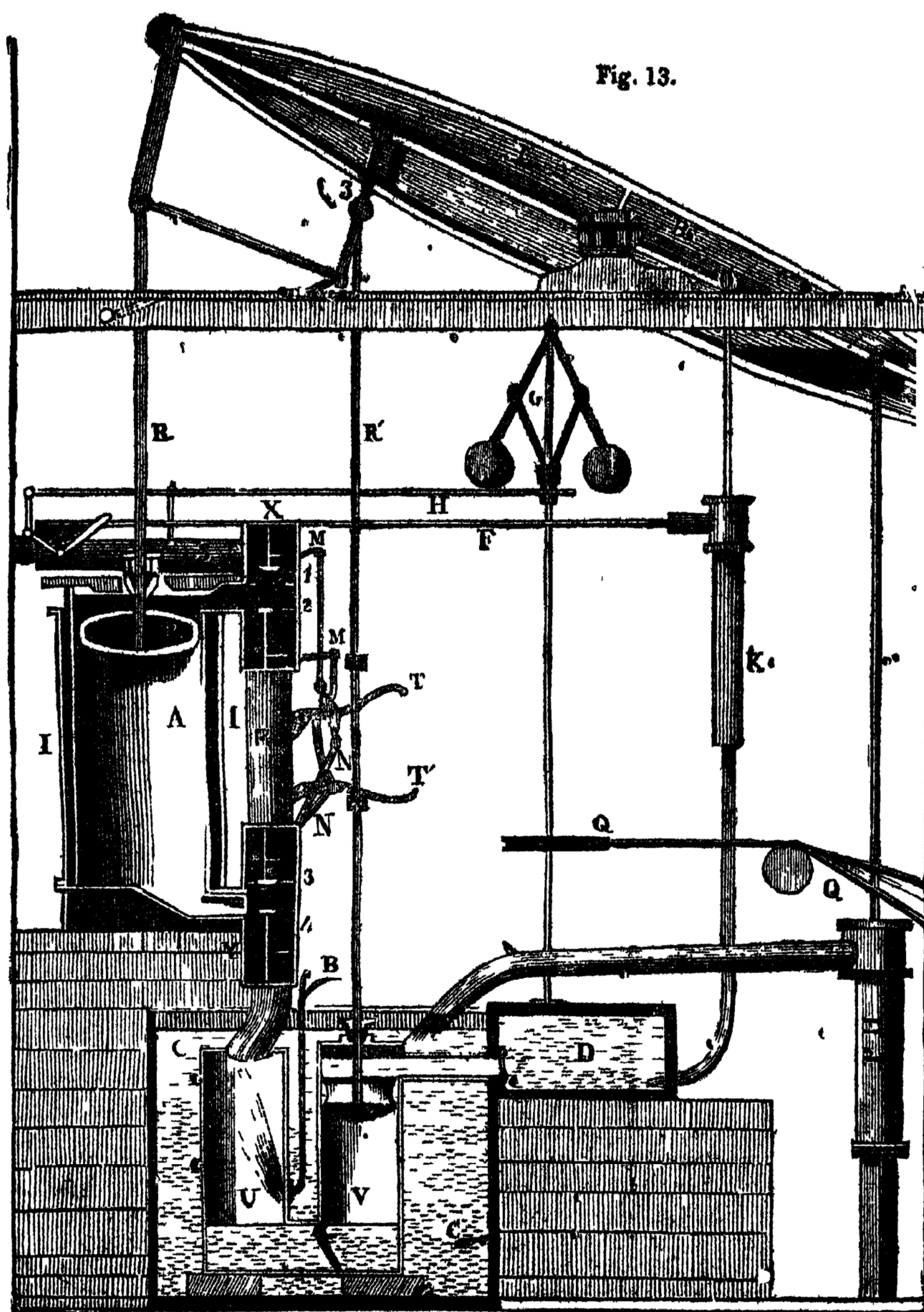


Fig. 13.

denser, so that there are two steam-valves and two eduction-valves; each steam-valve is connected with an eduction-valve: each pair are opened and shut at the same time, and by the same motion, in order that, while steam is flowing from the boiler into the cylinder to act upon one side of the piston a vacuum shall be produced at the other side by the steam rushing into the condenser. C the cold water cistern in which are placed the condenser U and the air-pump V. It is constantly supplied with cold water by the pump H, worked by engine. K a pump for supplying the boiler with heated water by pipe F from the cistern D, to restore the waste



occasioned by the vaporization. B the handle by which the quantity of injection-water is regulated. The valve-boxes being drawn in section, it must be understood there is another pipe between them similar to E, not shown in the figure. The connecting-rod, from the end of the beam and fly-wheel are necessarily omitted in the drawing, owing to our circumscribed limits, but are shown in the preceding diagram. The levers of the parallel motion are disposed in a manner similar to that shown in our former fig. The action of the air-pump is omitted, having been described in a previous part of the work. The ball-governor is made to revolve by the sheave and band Q Q, which receives motion from a corresponding sheave on the fly-shaft, as shown at Q in the following diagram C.

These being the principal parts of the engine, we will proceed to explain the manner in which the motion is produced.

Let us suppose the engine "*blown through*," as usual, and the interior filled with steam. The piston being at the top of the cylinder, the steam-valve 3 and the eduction-valve 2 are to be closed, and the injection-water allowed to play; therefore, a communication existing between the cylinder, beneath the piston and the condenser, the steam from thence will rush into that vessel, and be condensed by the jet of cold water. Into the vacuum thus produced the piston will be forced by the steam flowing through the upper steam-valve 1. The instant the piston reaches the bottom of the cylinder, the spanner T is acted on by the upper tappet in the rod of the air-pump, by which the valves 1 and 4 are closed, and those marked 2 and 3 opened, by which the previous motion will be reversed, a vacuum being formed above the piston, while steam from the boiler is allowed to flow in below it; the piston will, therefore, be forced upwards in vacuo, in the same manner that it was pressed downwards in the first instance. The position of the valves being again reversed, the piston will be again pressed downwards in the cylinder, and thus the motion may be continued indefinitely.

[To be concluded in our next.]

#### MEMOIRS OF GENERAL AND FLAG-OFFICERS RECENTLY DECEASED.

##### VICE-ADMIRAL MATTHEW HENRY SCOTT.

THIS excellent and talented officer did not live to see the fruition of his hopes—the attainment of the highest step in his profession. The promotion which would have given him Blue at the Main came out two months after his death, an event that took place at Southampton the 30th of October last, in the 71st year of his age.

The estimation and regard in which he was held by all who served with, above, or under him, best tell his sterling merit. The *protégé* of St. Vincent and of Colpoys, the friend of his late Majesty, and of many departed as well as numerous distinguished officers still living, he had yet the mortification to see his services passed by, and those honorary distinctions he well deserved withheld because they were not asked for. Singularly modest as he was amiable and upright, yet justly proud of his profession and the spotless name which he bore, he still evinced so strong an indisposition to ask a favour that his brother officers vainly urged his making known to royalty whatever wishes he might entertain. For himself he never asked the fulfilment but of one; and that—the command at Chatham during a former administration—was not indeed refused, but given to another three days before his final answer, while in this anxious time the Vice-Admiral experienced the *inconvenience* at least of office, in the capacity of suitor.

From that period, we believe, Lord Melville's presence was never again sought. The claims of Admiral Scott were grounded upon a long and



arduous course of service, during the war, strengthened by the fact of his being ordered to strike his flag at Deal after Waterloo, when only six months of his three years were expired, and his being told, upon the occasion of high encomia passed on his able conduct during that memorable time, that an opportunity should be afforded him for the completion of his period, but which opportunity never *was* given.

Rigid in the exaction of duty as zealous in its performance, the protector of the weak, the restrainer of the strong, his ship, when a Captain, was an example to the fleet, and so well ordered that for eleven months no punishment took place on board. Attentive to the people's comfort and health, indulgent when possible, he was looked on as the father of his ship's company, and became the reliance of his chief for readiness. A perfect seaman and officer, a brave and honourable man, he was no less admirable in his private relations than in his public service. In him the Navy has lost an ornament and the country a faithful servant, whom, though it is to be hoped many equal, few can be said to surpass.

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LIEUTENANT-GENERAL SIR GEORGE COOKE, K.C.B.

THE military services of the late Sir George Cooke commenced in the 1st Foot Guards, in which he was appointed an Ensign in 1784, and obtained the rank of Lieutenant and Captain in the same Regiment in 1792. He embarked for Flanders with the Army under the command of the late Duke of York, in 1794, and was present at the affair of Vaux, on the opening of the campaign on the French frontiers; he was also at the attacks upon the French positions at Lannoy, Tourcoin, and Monvaux on the 18th of May, in the retreat from Monvaux on the 19th, and present when the enemy attacked the position of the Allied Army in front of Tournay, on the 22nd of May; also at the affair near Boxel, on the 15th of September.

In 1795 we find him on the Staff of the Sussex district, in the capacity of Aid-de-Camp to Major-General Hulse, and afterwards, in the same year, Aide-de-Camp to Major-General Stevens, commanding the Brigade of Guards at Wasley Camp, and continued to hold this appointment until he attained the rank of Lieutenant-Colonel, in 1798.

In 1799 he was present with the 3rd Battalion of Guards at the landing of the expedition under Sir Ralph Abercrombie at the Helder, and was severely wounded at the battle of the 19th of September, in that year, in the village of Schorel.

In 1803 he was appointed Assistant Adjutant-General to the North-West District, under the command of the late Duke of Gloucester, then Prince William, and continued there till 1805, when he rejoined the 1st Brigade of Guards at Deal.

In 1808 he obtained the Majority of the 1st Guards, which conferred on him the Army rank of Colonel, and in 1809, he proceeded, with the expedition under Lord Chatham, in command of the 3rd Battalion, to South Beveland.

In 1811 he went to Cadiz with the said Battalion, and was appointed Brigadier, and afterwards Major-General on the Staff there, in June; and upon Lieutenant-General Sir Thomas Graham and Major-General Disney leaving Cadiz, he succeeded to the command of that station and division of Lord Wellington's Army, which he retained during the remainder of the siege. Upon the raising of the siege, he advanced with the greater part of the division to Seville. On the troops proceeding from Seville to join the Army under Sir Rowland Hill, he returned to Cadiz, and continued in the command of the garrison till July, 1813, when he obtained leave of absence, and returned to England.

At the latter period of the same year he again embarked with a Brigade of Guards, and landed on the 6th of December at Schevelin, near the

Hague; and after taking possession of Helveot and Williamstadt, on the French evacuating those places, he joined the forces under Lieutenant-General Sir Thomas Graham, which had arrived at Tholen on the East Scheld. He was present in the command of a Division on the two separate attacks upon Antwerp in January and February, 1814;—was employed in the attack by escalade and surprise upon Bergen-op-zoom, where he was taken prisoner on the morning of the 9th of March, after being in possession of a part of the works the whole of the preceding night.

He subsequently commanded the 1st Division of Infantry of the Army in the Netherlands, under the Duke of Wellington,—was present at the action of Quatre Bras on the 16th of June, 1815, and at the battle of Waterloo on the 18th, where he lost his left arm. On returning to England he was appointed to the command of the Kent district on the 1st of November of the same year.

He was nominated a Knight Commander of the Most Honourable Military Order of the Bath, 22nd June, 1815. On the 23rd of the same month he succeeded the late Sir Thomas Picton, as Colonel of the 77th Regiment; and in December, 1834, was transferred to the 40th Regiment, the command of which he held to the period of his decease. This event took place at his seat, Harefield Park, on the 3rd of February last.

#### GENERAL SIR JAMES HAY, K.C.H.

THIS officer entered the Army as Cornet in the 2nd Dragoon Guards in 1780. In 1785 he succeeded to a Lieutenancy, and in 1791 to the rank of Captain in the Regiment.

In the month of May, 1793, Captain Hay embarked (with his Regiment) to join the Army under his Royal Highness the Duke of York, in Flanders. In June the Regiment was placed with the Prussian Corps, under Marshal Knoblesdorf, then encamped at Cysding, between Lisle and Tournay. While there, the regiment was engaged in several affairs with the enemy.

In September Captain Hay was employed with the Corps of Observation, under Marshal Freytag, (during the siege of Dunkirk,) and was present in the action near Esklebeck. After the siege of Dunkirk was raised he proceeded (with his Regiment) to the camp in front of Tournay, and on the Army's taking up a more forward position on the 27th of October, he had a horse killed under him in a successful charge of infantry. Not long afterwards the troops went into winter quarters,—the 2nd Dragoon Guards to Ghent.

In March, 1794, he was promoted to a Majority, and commanded the Regiment during the year. At the opening of the campaign he was present in the attack of the enemy's position on the 17th of April, and had a horse killed under him, near Vaux. He was also at the siege of Landrecy, and was in most of the battles and affairs the Army was concerned in, until its retreat. He served in the winter campaigns of 1794 and 1795, in Holland, and in the subsequent retreat across the river Ennus. He continued in command of the Regiment till the end of September, when he returned to England, for the purpose of embarking for the West Indies, having been promoted to the Lieutenant-Colonelcy of the 29th Light Dragoons (afterwards the 25th). He joined his Regiment at the Cove of Cork, and soon afterwards proceeded to St. Domingo, where the service was merely of a desultory nature.

In 1797 the 29th Light Dragoons were ordered to return to England, having suffered severely from the climate. Previously, however, to the Regiment's removal from St. Domingo he had a most dangerous illness, from the effects of which he suffered throughout his after life. On being sent away for the recovery of his health, he was, on the passage, taken prisoner by a French privateer. The whole of the crew, with the exception of two, were removed on board the privateer, and Lieutenant-Colonel



Hay was also selected as a hostage, but fortunately was afterwards exchanged for Captain Lord Frederick Fitzroy—a son of the late Duke of Grafton; and some days afterwards the privateer, with his Lordship, the English crew, &c. went to the bottom, in a dreadful gale of wind, off the coast of America. The ship Lieutenant-Colonel Hay was left in escaped the storm, and got safe to the Delaware river. Almost immediately after his arrival in England he was appointed to the command of the 1st Dragoon Guards, as Lieutenant-Colonel, and the following year (1798) he was removed to the Lieutenant-Colonelcy of the 2nd Dragoon Guards—the Regiment he had originally served in.

In 1799 he was appointed Commandant of the Cavalry Depot at Maidstone. In September, 1803, he was promoted to the rank of Colonel in the Army, and in July, 1804, he was put on the Staff of Great Britain, and removed as Brigadier in the Southern district, till June, 1806. In February, 1807, he was again placed on the Staff in the same district as Brigadier General, where he continued to serve till his promotion to Major-General in July, 1810. In August following he was removed to the Staff of Ireland, and in June, 1811, he was brought back to the English Staff, and placed in the Kent district.

In September, 1812, his Royal Highness the Prince Regent was graciously pleased to name him Adjutant-General to the Army in Ireland, in which situation he remained till his promotion to Lieutenant-General in June, 1814, which necessarily removed him.

In July, of the same year, he was appointed to the Staff of Ireland, and nominated by the Commander of the Forces to the Western district, which he held the command of till the reduction of the Staff to the Peace Establishment.

In 1827 he was appointed Lieutenant-Governor of Edinburgh Castle, which he held until nominated (in 1831) to the Colonelcy of the 2nd Dragoon Guards (his old Regiment); shortly after which his Majesty was most graciously pleased to confer on him the distinction of a Knight Commander of the Guelphic Order, and by the last brevet of January, this year he was promoted to the rank of General in the Army.

His decease took place at Edinburgh on the 11th of February last.

#### RALPH GREEN, ESQ., INSPECTOR-GENERAL OF ARMY HOSPITALS.

The late Inspector-General Ralph Green, whose demise took place on the 17th of June last, in the 70th year of his age, entered the service as Regimental Mate, in May, 1787, and passed through the different grades up to the highest, which he attained in August, 1813.

During his course of duty he served in Flanders, Holland, the West Indies, Portugal, and the Mediterranean; in the two expeditions to Egypt; at Malta, during the plague in 1813; and, subsequently, at the head of the medical department in the Windward and Leeward Islands, to 1821.

The services of the late Inspector-General are thus briefly adverted to by a high and competent authority:—"The talents and merits of this old and most respectable officer were conspicuous, and noticed with applause in several of the Gazettes, where he had served, more particularly in Egypt, where he had the appointment of Assistant-Inspector of Hospitals, and in the West Indies, where he had the medical superintendence during several years of unusual sickness and mortality."



## FOREIGN MISCELLANY.

## CIRCASSIA.

THE Circassians in general afford a rare instance of the constancy with which some nations adhere to their ancient manners and customs: the same characteristics appertain to them at the present moment which distinguished them in the days of Strabo. The deeper you penetrate into the heart of the valleys least exposed to the influence of external events, the more striking is their observance of olden usages and ancient customs; you are thrown back upon Homer's days, when launched among the posterity of the Colchi of Georgia in their haunts about the sources of the Phasis and Eugûr.

The general impression with regard to the Circassians is, that they are a horde of robbers and savages,—a nest of faithless, lawless freebooters; but never was impression more false. Circassia, in its present state, is what Germany and France were in the days of their earlier kings; it is a perfect picture of feudal aristocracy, such as it existed in the middle ages, or of the heroic aristocracy of primitive Greece. Its constitution is feudal to the very core, and the spirit of caste as strong as when Gaul and Germany were one great arena of chivalry. A wall of separation severs the prince and noble, freedman, serf, and slave, into five wholly distinct classes. The princes intermarry exclusively among themselves; the noble is just what he always was, and dares insult no princess by the offer of his heart; and the only class which can move upwards is the serfs, who are admitted to rise one step, and gain the rank of freedmen. Despite, however, this distinction of ranks, a land of truer freedom scarcely exists. In the Kabardas (the plain country, where the people have lived under the Russian sceptre ever since the year 1705), the state of vassalage is regulated by strictly defined system; but the mountaineer scarcely knows what it implies, or at least is scarcely sensible of its pressure. It would not be easy to determine where the prince's or noble's authority begins and ends; his influence is the result rather of confidence and a sort of patriarchal persuasiveness; but he has no real authority over his serf saving that to which ancient custom entitles him. Among themselves princes and nobles are in all points equals. The Circassians at present in a state of hostility with Russia have, it is estimated, 500,000 men capable of bearing arms, yet there is not a single individual among them by whom a coalition could be organized, or a general system of attack or defence be carried into execution; every prince and every noble,—nay, every freedman, is his own master, and follows no order but his own mere will. There are as many interests in play as there are tribes and independent families, each jealous of their neighbour, and as jealous of restraint or the assumption of superiority: not unfrequently at deadly enmity, owing to that sanguinary spirit of blood for blood, which, descending from father to son, engenders a state of endless feud between single families as well as entire tribes.

The independence and mistrust which characterise this people are chiefly exemplified in the site of their abodes. No such thing as what we should designate a town, borough, or village, is to be found in all Circassia. In his desire to live isolated from society, the Circassian builds himself a dwelling at a certain distance from his neighbour, and takes care to place it amidst one of those fine groups of trees which abound in this part of the world. The materials are wood or clay coated with potter's clay: the roof consists of planks covered with straw, and kept down with poles stretched across it. The interior possesses no sort of decoration but a large chimney, a couple of shelves for the stowing of household utensils,

and a few wooden nails on which arms and clothes are hung: a store-house set on huge logs of wood, and a clay building for a stable, complete the habitation; and the whole is surrounded by a hedge. The Circassian clears the ground about his dwelling and sows it with wheat or mullet; carefully maintaining an inclosure of trees around his glebe by way of protection to it, as well as for the purpose of affording it that degree of shade and moisture which the nature of the climate demands. When seen from the sea, nothing can have a more picturesque appearance than the succession of wooded valleys, in which these glebes are seen smiling with every varied tint of verdure. It is but rarely that you will see a habitation peeping from between a cluster of foliage. A collection of these farms or settlements, spreading out at all points of the compass, and if not dependent upon the same prince, united by common interest or local circumstances, acquires a cognomen usually derived from the stream which runs in its vicinity. The farm is called an *oule*, the same as the Latin *aula*. The term is also used in a collective sense to designate the whole nest of farms in a district.

The serf cultivates his chieftain's land; but his principal duty is to accompany and defend him. The delight and glory which a Circassian most covets is to be welcomed home from some foray, well laden with spoils and captives: this seems to be his native element,—whether he be prince or vassal. As soon as a marauding excursion is resolved upon, the assembly make choice of a commander, whose authority is at an end when the object has been accomplished: their choice falls upon the bravest among them, or upon the noble or prince who stands highest in their good opinion. It is customary for these nobles and princes to send their sons at an early age to some favourite vassal, who carries them home with him, trains them to all sorts of bodily exercises, teaches them to ride and hunt, and makes them adepts in the wariness and wiliness requisite for their predatory expeditions. The Circassian is of good stature; his limbs are formed in a light, elegant mould; his carriage is easy and graceful; he shaves his head, wears a mustachio, and lets his thin black beard grow. His eyes, also, are black; his nose is not long, but thin and well formed. He is a good horseman as well as pedestrian. His dress consists of the close trowsering and short vest, and Phrygian cap of the ancient Teutons: it is the counterpart of what is sculptured on the monuments found at Kertch, the olden Pantikassea. When he comes home he rids himself of all his arms but his “kindyal” or poniard; but he accoutres himself with them again when he goes out, and keeps them constantly about his person whilst abroad. His musket is slung over his shoulder in a casing of felt; his sabre hangs at his side; and a gun-screw, a little box with silver chasing inlaid, a leathern purse containing tinder, gun-flints, &c., and a bag for his tobacco, are suspended from his girdle. In his hand he carries the rest on which he places his gun when he takes aim. The Circassians of the plain, (Kabardians,) as well as some of the mountain chiefs, or princes, wear the coat-of-mail and casque represented in the rude old paintings of the Persians. There is no such thing as discipline among these independent tribes; the whole extent of their military tactics is to attack by stealth, to fall upon their foe by surprise, to surround some out-village suddenly, and plunder it; to steal quietly through woods and forests, and contrive to escape the vigilance of the Russian troops.

The Circassian is a very drone under his own roof, and leaves almost every household concern to be done by the females: they cultivate his land, even to the breaking of the earth-clods, for there are few of the mountain tribes who are acquainted with the use of the plough. Woman here is rather the slave than the companion of man. The wife is bought of her parents at the price of a supply of arms or cattle. Piracy is a means of subsistence to the Circassians along the coast: the galleys they employ are large, and usually manned with sixty or seventy hands. They are



navigated wholly by the oar, and glide close in-shore, so as to elude observation. The port of Alamai, noted in ancient times as a hot-bed of piracy, has as many as fifty of these vessels, ready to slip out, even at the present day. Their slaves are acquired by maritime depredation or incursion on the Russian territory.

This hasty sketch will convey some idea of the present people of Circassia; a country which is wedged in between the Russian acquisitions on the north and south of the Caucasus, and has for years defied the utmost efforts of the Cabinet of St. Petersburg. The Circassians have never ceased their predatory inroads on the Russian territory; neither persuasion nor threats have availed to keep them within their own borders; nor has it been practicable to enter into any negotiations with them. There is indeed no ruling power with whom to treat; each tribe is a nation in itself, and divided in interest by hereditary enmity; peace, therefore, could scarcely be made with the one but at the hazard of hostility with the other. The Emperor Nicholas has, therefore, been forced to make war upon them in self-defence, and for the last ten years has been pursuing a settled plan of operations, which is still in course of successful execution. During this interval the Russians have found an opportunity of possessing themselves of Anapa, a point of inestimable value to their designs, and have constructed the fortress of Ghelindyek at the internal extremity of the bay of that name. They have likewise equipped a fleet for the purpose of blockading the whole Circassian coast, and have compelled the Porte to interdict all communication with it on the part of its own subjects. In this way they are enabled to cut off all the resources and military supplies on which the Circassians have hitherto depended. The same system has been adopted along the inland line of operations, which are entrusted to able officers and a numerous military force, who have been advancing every year, and making themselves masters of fresh tracts of country as they have advanced.—*Dubois de Montpéroux.*

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## GENERAL CORRESPONDENCE.

TO THE EDITOR OF THE UNITED SERVICE JOURNAL.

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### *Captain Sneyd on the Battle of Camperdown.*

MR. EDITOR,—Although I am very averse to fighting over actions again, and troubling your readers with accounts of the kind, I trust for the honour of H.M.S. Russell, officers, and ship's company, you will be kind enough to allow me a small portion of room to enable me to make some few remarks that will not prove over-satisfactory when compared with the account published in your last Number for July, by Lieutenant L. C. P. Walker, Inspector of Liverpool river, and son of the late Admiral Walker, who commanded H.M.S. Monmouth in the battle of Camperdown.

I must say, I was never more surprised than when I took up your Journal, and read the account stated by Lieutenant Walker, claiming the capture of two of the sternmost of the Dutch line of battle, the Delft and Alkmaar. As I was Second-Lieutenant of H.M.S. Russell during the action, I hope I shall be able to prove that those ships struck to the Russell, Captain Trollope; and if they did not strike to the Russell—which there is no doubt about—Commander Walker had no business in that direction: his station in the line of battle was six ships from us; and that



the *Monmouth* and *Agin-court* (a ship well known) were stationed near the centre of the line of battle, two ships from my Lord Duncan, in the *Venerable*. What could have brought the *Monmouth* to our end of the line when she had more than she appeared willing to perform in her proper station, agreeable to Lord Duncan's signal for each ship to engage her opponent, I now leave any naval officer to judge. How Commander Walker ought to have been dealt with \* \* \* \*

It is too well known that one division of the Dutch, with their Admiral, walked off for want of being brought to action, close to leeward of the *Monmouth*. Why did not Commander Walker, being such a fire-eater, do his duty by making an example in that direction? No; he thought he might make a bit of a flourish by closing with the *Russell* (if he did so) to save his credit.

I have written to Sir Henry Trollope, hoping he would be able to answer Lieutenant Walker himself; but am afraid his health, at his now advanced age, may not allow him.

It is my duty now to state what took place on the commencement of the action. I will not trouble my readers by stating more than I think necessary. A short time before the action commenced, the signal was made for all Lieutenants, and I went on board the *Venerable*, when my Lord Duncan spoke to me as follows:—"What ship do you come from?" When I mentioned—"From the *Russell*;" he said—"Go on board, and tell Captain Trollope to engage his opponent, the sternmost ship of the line." And when I got on board, and delivered my orders to my Captain, I went below to my quarters, the seven after-guns on the lower deck, being then within gun-shot of the enemy. I was below but a few minutes before we were ordered to engage on the starboard side, which we continued to do for some time, when a fresh order was given to man the larboard-guns, and engage on both sides. We continued so to do for a considerable time, when I was pleased to hear loud cheering, which announced that the ships had struck.

Not long after this the *Monarch's* wheel was shot away, that ship having been closely engaged with the *Jupiter*, and no ship could have behaved better. Had not that accident happened, the Dutch Admiral must soon have struck; but, as it was, she tried to get away, when Captain Trollope ran up alongside of her, and poured in a few broadsides, which soon made her strike her colours.

As this action took place forty years ago next October 11th, Lieutenant L. P. C. Walker most probably was not born at the time. However, he tries to make up for it by searching the different naval histories, and backing his remarks by saying—Mrs. Admiral Walker has now by her a beautiful picture painted by that most celebrated artist, Mr. Huggins, from a sketch taken during the action by an eye-witness. (Who could that eye-witness have been who could mistake the *Russell* for the *Monmouth*?) This painting represents Commander Walker, in H.M.S. *Monmouth*, lying between the two ships *Delft* and *Alkmaar*, of 64 guns, captured by that ship. But I do not blame Mr. Huggins—he was requested to paint accordingly; I blame Lieutenant Walker for not letting his father, the Admiral, rest in peace.

I have only now to say, I am willing at any time to answer Lieutenant Walker again, if he is not satisfied; as I believe in the naval histories of this country he will never hear that Sir Henry swerved from his duty.

I am, Sir, your humble servant,

CLEMENT SNEYD, Post-Captain.

Huntley Hall, near Cheadle, Staffordshire,

July 15, 1837.

*"Mediterraneus," in reply to "Ben Brace."*

MR. EDITOR,—I did not see your Journal for the months of March and April last until very lately, or I should sooner have noticed the letters which you published in the latter Number, in answer to the remarks that I hazarded on the omissions and inaccuracies observable in many parts of James's Naval History, and also on the fitness of the "Author of the Life of a Sailor" for the task of Historical Editor.

In the first place, let me say at once; that I am highly gratified with the clear, straightforward, and manly statement of Captain Foote, relative to the capture of the gun-boat, which he commanded, in the Gut of Gibraltar, in the year 1806; and if any doubts on the subject remained, they must be removed by the handsome letter of Lord Collingwood, which bears testimony to the gallantry of Lieutenant Foote and his party, and the great superiority of the enemy. In justice to myself, however, I must state, that I was led into the mistake, which I now most sincerely regret I should have made, by hearing the account from the *Sophie*, which was in the Gut at the time, and employed on the same service as the gun-boat. It is as well, perhaps, however, that publicity has been given to the circumstance, as it has enabled Captain Foote so well to vindicate his conduct in the affair, and, I trust, to remove from the minds of all, as it has entirely from mine, any erroneous impressions they might have imbibed on the subject.

Turn we now to "Ben Brace." In his reply to my remarks on James's Naval History, he displays a good deal of mirth, mixed, however, with some soreness, and seems to think that he, of all who venture into print, should alone be free from criticism. His works of pure imagination may pass, and I dare to say will pass, without much comment; but when he appears in the character of *autobiographer* and historian, or rather emendator of histories, and tells us that the scenes and events which he records actually occurred\*, I claim, for myself at least, the privilege of judging of the faithfulness and accuracy with which he narrates events, particularly those connected with naval matters, and of some of which I was myself an eye-witness.

The "Author of the Life of a Sailor," or "Ben Brace," or whatever cognomen he rejoices in, has placed himself conspicuously before the public. He should not, therefore, be surprised, nor feel displeasure, if it pronounce as to his fitness for the office he has undertaken, nor with me, as an individual of that public, for the opinion I have formed. That opinion, I assure him, does not spring from any ungenerous feeling towards the "Author of the Life of a Sailor," nor from prejudice in favour of Captain Scott, neither of whom I ever saw; but from the *tone* and *temper* of the "Author's" correspondence with that gentleman, as published (I must repeat it, notwithstanding the disclaimer† of "Ben Brace") in your Journals (if my memory does not deceive me) for the early months of 1833.

Allusion having been made in one of Captain Scott's letters to the affair of the *Menelaus* and the French frigate and brig, as it was detailed in the "Life of a Sailor," and having myself witnessed the scene described, I was induced to read the book, of whose existence until then I was quite ignorant,—and much *amused* and greatly *edified*, to use "Ben Brace's"

\* Vide Preface to the Life of a Sailor.

† "Ben Brace," in his letter to you in the United Service Journal for April, 1837, says—"I never published an answer to Captain Scott's letters in my life, excepting in a preface to the second edition of the Life of a Sailor." I certainly read the correspondence in the United Service Journal, or dreamed that I did so. If I am mistaken, you can correct me.



language, I was by its perusal. If I cannot say much in praise of its historical fidelity, I can vouch, at least, for its fertility of invention and poetic amplifications.

Such are my reasons for questioning the fitness of the "Author of the Life of a Sailor" for the province of historian. In pointing out a few of the negligences and imperfections in James's Naval History, I did it with the view, and in the hope to see them remedied and corrected in all future editions of that work; but it seems the public and I are not to be gratified in this respect; "Ben Brace" magnanimously rejects every attempt at improvement, and deems it a matter of no moment to substitute one name for another in recording historically the personal services of officers; or, in writing of a brig, whether he rates her as a vessel of eighteen 32-pounders, or of ten 12-pounders, though he knows, or ought to know, that the one, in weight of metal, exceeds the other in the proportion of four to one\*.

Hoping to refute what I said as to the distance of the in-shore squadron and the body of the English fleet from the Menelaus when she engaged the frigate and brig off Toulon in the early part of 1812, at the time she hauled off shore,—“Ben Brace” refers to Mr. Dallas's Life of Sir Peter Parker, and thinks to establish the accuracy of his own account of that affair, as given in the "Life of a Sailor," and that of Mr. James in his History, by what is meant to be a triumphant quotation.

Mr. Dallas is made to say:—

“On the first of May—(mark the date, on the first of May)—the Menelaus, being the in-shore frigate off Toulon, observed a frigate and brig (la Paulme and l'Ecureuil) from the Adriatic in Hières Bay,” &c. &c.

And then, after describing the engagement, he goes on to say—

“The Menelaus was exceedingly cut up in her rigging, principally by the heavy fire of the batteries, which shot her foretop-mast through; and though it was kept together for the *moment* by fishing it with capstan-bars, she was obliged to haul off.

“At that time the whole of the French fleet were standing out, and *three sail* of the line were *nearly* in her wake.”

From this it is to be presumed that the *imminent* danger to be apprehended was from the three sail of the line which were *nearly* in her wake. But Mr. Dallas, after telling us this—after saying that only three sail of the line were nearly in the Menelaus' wake—adds, that “she was completely cut off, and, in fact, surrounded by the enemy.” If she were *completely* surrounded, why tell us that three sail fetched *nearly* her wake? Surely, her being *cut off* and *surrounded* by her enemy made it unnecessary to tell us that three sail were *nearly* in her wake? But do I say this to question the gallantry and seamen-like conduct of Sir Peter Parker, or the bravery and devotedness of his officers and crew on that day?—or of the fidelity with which Mr. Dallas *meant* to narrate its events? Far from it. My object is to ~~show~~ that, if he is *mistaken* as to the *date* of the action, and the relative situations of the French fleet and Menelaus, after the latter had hauled off shore, he might by possibility be *deceived* when he asserts farther on, that—“Admiral Hallowell's squadron was, at the time, hull-down.” And here, though the quotations are necessarily long, I cannot forbear placing in juxtaposition the accounts of the manœuvre by which the Menelaus foiled and escaped her enemies, as related, on the one hand, by Mr. Dallas, and, on the other, by the “Author of the Life of a Sailor,” who, in his preface, informs us that—

“These eyes—these eyes beheld the fact.”

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\* Mr. James, in his History, affected great particularity of this head, even to the minuteness of enumerating swivels, and top and boat guns, as part of a ship's strength in *number* of guns.



Mr. Dallas says:—

“ Sir Peter Parker’s object was now to get to leeward of the enemy’s fleet, when Admiral Hallowell’s squadron was hull-down, consisting of the *Malta*, *Kent*, *Contaur*, and *Repulse*. In the *crippled* state of the *Menelaus*, however, this appeared impossible to effect. He resolved therefore to steer for the *headmost* ship of the enemy’s line, which, instead of keeping her wind, and laying the *Menelaus* alongside, which she had it in her power to do, steered parallel. This was a fortunate circumstance; as on her firing her broadside, and putting her helm down, the helm of the *Menelaus* was immediately put a-weather, and she thereby got to *leeward* of the enemy’s fleet, *whither* they were afraid to follow her, in consequence of the *situation* of Admiral Hallowell’s Squadron, though beating with a strong\* lee-current they could not have given the *Menelaus* any assistance. It was now noon: the crew of the *Menelaus* turned to; got up another fore-topmast, spliced, and replaced her *rigging*, which had been shot to pieces by the enemy’s grape, that also hulled her; and *repairing* her sails, and with top-gallant-yards across, before *sunset* she *reconnoitred* over *St. George’s Gap*.”

*Menelaus*, being under *all the sail she could bear*, was advancing at the rate of *nine*. We were now a long pistol-shot distant, and abreast of the enemy’s *rear* ship. Calmly did we stand the broadside of her—to return it was useless; besides firing puts down the wind, and the harder it blew the better for us. We passed *ship* after *ship*, each *firing* as we came abreast, and each ceasing when her second ahead commenced. Had they made more sail, and luffed to the wind, nothing in the world could have saved us—the capture was inevitable. At last we came alongside of the headmost ship. Hope now began to dawn; provided our masts escaped, we had a chance of escape. Not a word was heard on board the *Menelaus* as the broadside of this eighty-gun ship whistled over our heads, &c. &c. At this moment the enemy ceased firing, and the whole fleet began to make all sail in chase. It seemed as if they had just awakened to a reality scarcely conceivable—that their enemies were slipping through their fingers, merely from want of common energy in closing their hands. We edged away about a point in order to get right ahead of our antagonist; which having effected, we began to fire our stern-chasers, in hopes of wounding a spar of the eighty-gun ship. As, however, the *weight* aft did not assist our speed, but had evidently altered the trim for the worse, the guns were removed to their proper stations; the men were directed to lie down at their quarters, and very shortly we, thanks to the long legs of the frigate, were a mile and more ahead of our enemies.

“ As nothing but the greatest good fortune had kept the fore-topmast standing, which ~~we~~ began to complain in consequence of the increased force of the wind, we edged away about two points more; and the *soi-disant* sailors of France, instead of bearing up and cutting us off at an angle, or nearing us again, as they must have done by this simple evolution, kept on the same course until in our wake, and then edged away in chase. By following this plan, we shortly were sailing right before the wind, and began immediately to shift the fore-topmast, keeping all our studding-

The Author of the *Life of a Sailor*, who served at the time in the *Menelaus*, tells us, after a good deal of twaddle about the probability of being taken, and the delights of a French prison:—

“ The private signals were placed on the capstan, and Sir Peter Parker took up his position on the carronade slide on the larboard side, abreast the wheel.

“ The men all stood to their quarters, and the minute rapidly approached which was to decide our fate. We were within two miles of our adversaries when the *leading ship* tacked, and shortened sail. This was followed by the whole fleet, which tacked in succession, and brought their *rear* ship our nearest opponent. As we were obliged to steer about a point and a half from the wind, the French line looked to windward of us, and we were sailing upon that angle which would have brought us exactly in contact with their centric ship. We were about a mile distant from the sternmost ship, when the French fleet edged away, and steered on a parallel with us. To have borne up would have been madness, because the whole line would have been outside of us, and might have run us either on shore or on board, as they thought best. Our enemies being under their topsails and jib, progressed about five knots through the water, while the

\* Strong currents are unknown in that part of the Mediterranean, light and partial ones are sometimes.

sails upon the mainmast. This was our worst point of sailing, and it was evident that the two leading ships of the enemy's line closed us a little. We were by no means out of the scrape, and all our activity was required to get ready for making more sail. It was *magic* to our enemies. We had another fore-topmast, and all a-taunt forward, with sails set, in an 'incredibly' short time; on seeing which the French fleet hauled to the wind on the larboard tack, then tacked and stood towards Toulon.

"One would have supposed that Sir Peter Parker had had enough of battles and of blows for one day; but no! the hands were turned up—'reef top-sails.' Two taken in, and we in chase. We soon got a very nice situation on the lee-quarter of the sternmost ship, and hammered away until we made some few holes in her sails and hull. Suddenly however the French fleet bore up; and we, like good boys, did the same. Had they followed us then, they would have caught us; but we never could entice the fleet to leeward of the ports, for it blew fresh, and looked like an approaching gale; in which case an accident might have brought our fleet out before the French could have reached their port, &c. Strange as it may appear, not *one shot* of the French line *hulled* us. We had a hole or two aloft; (whereabout?) but were in as ready a state for *any* evolution (saving the fore-topmast) when we bore up, as we were when we first stood in to attack the frigate and *store-ship*. With what sincere pleasure did I hear the retreat beat after the guns were secured, the enemy in harbour, and we left again the *only desolate* ship on the station! It was an escape amounting to a '*miracle!*'"

We have here two accounts of this occurrence, and certainly they cannot both be correct. After the *Menelaus* hauled off shore from the frigate and brig, it appears by Mr. Dallas that *three* of the French fleet fetched *nearly* into her wake, one of which *only* fired a broadside at her, and that one the *headmost* of the line, not the *sternmost*, which was the first to fire according to the "Author of the Life of a Sailor." Mr. Dallas also informs us that they were *afraid* to pursue the *Menelaus* further from the *situation* of Admiral Hallowell's squadron, and that the British fleet were seen at intervals from the mast-head, whilst the "Author" leads us to suppose they were *all* quietly in harbour, and acquaints us that the *Menelaus* was the *only desolate* ship off Toulon at the time. Again, Mr. Dallas says that she was *hulled*, and dreadfully cut up and crippled in her sails and rigging, but owing to the extraordinary activity of her crew and officers she was enabled to *reconnoitre* before *sunset* over St. George's Gap. This is flatly contradicted by the "Author," who tells us that the *Menelaus* was not *once* *hulled*, and, with the exception of the fore-topmast, received scarcely any injury whatever aloft. Not a word does Mr. Dallas say about receiving the broadsides of the whole French line, ship after ship—nor of the subsequent anxious chase—nor of the magical effect of the shifting of the fore-topmast, which scared the Frenchman from his prey—nor of the *Menelaus* becoming in her turn the pursuer, overtaking the retreating enemy, placing herself under the quarter of one of the line-of-battle ships, and hammering away till she knocked some holes in her hull and sails.

It is plain, Mr. Editor, that those two statements cannot both be true, and I think you will be of opinion that it was, to say the least, injudicious in "Ben Brace" to refer to Mr. Dallas in confirmation of his own account of this transaction. One sure and very easy method would have set the matter at rest,—namely, a reference to the logs of the *Menelaus*, *Caledonia*, and some of the ships forming the in-shore squadron at the time. "Ben Brace," it seems, thought otherwise, and preferred appealing to the authority of one who must have heard the account at second-hand, rather than to those simple, unadorned, but very truth-telling chronicles.

Uncertain myself as to the date of this transaction, and never for a moment supposing that Mr. Dallas, in recording so interesting an event in the life of Sir Peter Parker could be mistaken as to the *day* and *month* in which it occurred, "Ben Brace" having also, with such confidence, produced him as sufficient authority for correcting my manifold errors,—



and only anxious for the truth, I obtained an extract from the log of the *Menelaus* for the *first of May, 1812*, which I insert below:—

| Remarks.<br>H. M. S. <i>Menelaus</i> , Friday, 1st May, 1812. |    |    |             |            |  |
|---|----|----|-------------|------------|--|
| H.  | K. | F. | Courses.    | Winds.     |  |
| 1   |    |    | Off and     | N.W. by W. | A. M.<br>Light airs, and fine.   |
| 2   |    |    | on shore.   |            |  |
| 3   |    |    |             |            |  |
| 4   |    |    |             | Calm.      | 5. Calm; observed the enemy's fleet at anchor.   |
| 5   |    |    |             |            |  |
| 6   |    |    | Do. do.     |            | 7. Sprung up a breeze.   |
| 7   |    |    |             | E.N.E.     | 10. Observed enemy's fleet working out of Toulon.  |
| 8   |    |    |             |            |  |
| 9   |    |    |             |            | 11. Cleared ship for action.   |
| 10  |    |    | Do. do.     | S E.       | Noon moderate and fine; enemy's fleet turning off the mouth of Toulon harbour.   |
| 11  |    |    |             |            |  |
| 12  |    |    |             |            |  |
| Cape Sicie, N. 43, W. 8 miles.                                |    |    |             |            |  |
| P. M.   |    |    |             |            |  |
| 1   |    |    | Standing    | S.E.       | 1. Stood in to cut off a line-of-battle ship and frigate from their fleet. 2. Within half-shot of a 74; gave her one lar-board broadside. The whole of the enemy's fleet and battery opened their fire on us; tacked ship, and commenced a smart fire; Commander-in-Chief made signal of recall. 4. Light breezes; fleet in company standing in. 6. Reconnoitred Toulon; enemy at anchor—fifteen sail of the line, and six frigates. At 12, light breezes, and hazy. |
| 2   |    |    | off and on. |            |  |
| 3   |    |    |             |            |  |
| 4   |    |    |             |            |  |
| 5   |    |    | Do. do.     |            |  |
| 6   |    |    |             |            |  |
| 7   |    |    |             |            |  |
| 8   |    |    |             |            |  |
| 9   |    |    | Do. do.     | E.N.E.     |  |
| 10  |    |    |             |            |  |
| 11  |    |    |             |            |  |
| 12  |    |    | Do. off     |            |  |

From this extract it is plain that Mr. Dallas, who is so confidently referred to by "Ben Bracc," as undoubted authority upon the question at issue, has been misinformed as to the month and day of the action; and if misinformed as to the date, why not with regard to other circumstances? Certain it is, that the *Menelaus* was engaged, and smartly too, with the enemy's ships of the line on the 1st of May, 1812, and also that she reconnoitred the road of Toulon towards sunset. Hence it is probable that, in relating the occurrences of one day, he may have mixed others which took place at a different time, and on a different occasion.

I believe it is now clear that implicit reliance is not to be placed on the authority which "Ben Bracc" has adduced in confirmation of James's account of this affair, nor on his own, as put forth in the "Life of a Sailor." And I think I have also proved the reasonableness of my scepticism as to his pretensions to the office of historian.

MEDITERRANEUS.

#### • Commander W. H. Dickson on Naval Promotions.

MR. EDITOR,—The new accession to the throne is an event which has been generally hailed as a means not only of reforming those abuses which invariably creep in during prior reigns, but of rewarding merit, and requiting long service, on which parasites seize, and courtiers trample.

In consequence of the motion of Captain Dundas, so unexpectedly



obtained in the reformed parliament, to investigate the claims upon their country of those veterans unsupported by parliamentary interest, and which, though esteemed and rewarded in war, are notoriously derided and neglected in peace, I am induced equally to bring forward in your columns this subject, the success of which is so ardently expected by those for whose benefit it is intended.

Whether it be the intention of Captain Dundas, to whom the veterans have much to thank, to follow up the investigation by establishing a principle to remedy the evil, or whether it will reward the senior few by some paltry extra *twelve pence*, as a most gracious act of especial favour, it is not for me to determine; but I may be allowed to remark that any other means, save that of laying down the grand principle of *seniority*, as it is in all other countries, and in all our civil Services, will only tend to depress the rising profession, and will eventually terminate in utter disappointment, as well to the gallant Captain himself, as to those who are so anxiously watching the result of his patriotism.

The terms, innovation, new-fangled doctrines, and organic changes, which have been so unceasingly and skilfully employed in parliament for no other earthly purpose than to resist reason and affright the timid, have at length been swamped by the universal deluge of terms employing their true meaning, and scouted as they ought to have been at the outset, as used only to conceal what interested avarice dared not avow.

The plausible manner in which fictitious reformers of the House displayed their anxiety to remedy abuses while artfully stating their reasons for delaying them to be the fear of those dangers which arise suddenly from violent changes, paralysed in a great degree the efforts of men more accustomed (sailor-like) to act than reflect, and hence what then appeared to be rational and conclusive is now made evident to all as silly and absurd. To attempt, therefore, to resist alone the pressure of ignorance on one side, and long custom on the other, would, I know, have been on my part fruitless and extravagant. I therefore sought the weight of an authority which neither malevolence nor sophistry could defeat.

With the change of French Kings, in July, 1830, was introduced also a change of system in the Navy, and the seventh year of its apprenticeship having now expired, we are enabled to arrive safely at the effect of its workings, and to the degree of good or bad feeling in which it is held by the French officers.

To Captain D'Urville, of the French Navy, a member of many scientific institutions, and one of the most distinguished officers of his country, I submitted the following questions:—

1st. Is the system of promotion in the French Navy (two-thirds by seniority, and one by favour) more popular at present with the officers than when, as formerly, it depended upon the caprice of the Minister of Marine?

2nd. Is the proportion of two-thirds by seniority, and one by favour, after an experiment of seven years, considered more advantageous to the officers as well as desirable to the State?

To these Captain D'Urville replied,—

1st. There is not an officer in the French Navy, possessed with the smallest feelings of justice, who does not greatly prefer the present mode of advancement (two-thirds by seniority, and one by choice) to the former absolute *arbitrium* of the Minister of Marine.

2nd. Although this proportion of two-thirds by seniority might be considered sufficiently powerful to reward merit and service, still justice, the good of the profession and national honour, imperiously demand, with reference to the other third, that instead of a simple selection, the result of caprice or partiality, it should be one motivated by some reason to justify an advancement out of his turn; because authority would shrink from

undertaking publicly to defend a delusive system, while the whole Service would rejoice in a deserving selection; leaving out of the question all those intrigues, jealousies, and disgust which it causes so frequently in the present day among the officers.

Now, Mr. Editor, if the abstraction of a third from what the French Navy conceive to be their right produces all those evil consequences which are just named, what must be the effect amongst the proverbially proud English, who, from daily evidence of youth and inexperience, being solely rewarded at the expense of merit and seniority, are compelled to abandon heartlessly their profession, and either to live upon their scanty pittance of half-pay, or to resort to occupations for the support of their families which their early habits in life entirely disqualify them? It is this which creates, as every one knows, a fatal and profligate expenditure, by feeding useless mouths, and introduces a gangrene which eats into the very vitals of the country.

The kind manner in which you, Sir, have advocated the cause of ill-requited service justifies me in the assurance of your patriotic assistance in forwarding those views which the motion of Captain Dundas proposes to establish, and to introduce into the British Navy the principle of seniority, which, unless early adopted, will raise the French Navy, at our expense, to that rank which they are striving to attain, and which they held during the proud reign of Louis XIV.

I have the honour to be, Sir, your most obedient Servant,  
W. H. DICKSON, Com., R.N.

#### *The late Admiral Lewis and Round Sterns.*

MR. EDITOR,—In the number of the United Service Journal for February, 1836, are inserted some observations of my late father, on the system adopted in the Navy of building ships with circular sterns, prefaced by a few remarks of my own, in the shape of a letter. In these I embodied a quotation from Sir Robert Seppings's pamphlet on the subject, published in 1822, and addressed to Viscount Melville, at that time, I believe, First Lord of the Admiralty, and in which he observes, "that in the action of the 1st of June, 1794, and in some other general actions, many ships suffered much, after falling off in consequence of losing their masts, and exposing their weak points to the enemy's fire?" He then says, "Indeed, so conspicuous was this on the 1st of June, where ships were circumstanced as above, that I am told that a Lieutenant, who was in that action, and now a Commissioner in the Navy, drew a circular form for the stern, as the figure which would, under the circumstances above stated, have afforded them the means of bringing their quarter guns on the enemy and thereby drawing off the fire which there annoyed them."

In the following paragraph of my letter I stated that it was very well understood by those conversant with the matter that my father was the officer alluded to.

In support of this statement, and with the permission of Admiral Sir Robert Laurie, Bart., I inserted a letter from that officer to my father, dated 1828, bearing directly on the point in question; and in the concluding paragraph of my letter I claimed for my late father "the honour of the priority of invention" of the circular stern in the British Navy.

These remarks are followed by his "observations on circular sterns," the construction of which, with little or no alteration from his plans, having been carried into a system, needs no comments on its merits, except, indeed, an opportunity of proving them.

Eighteen months having elapsed since the publication of that paper, and no answer or contradiction thereto having (as far as I am aware) ap-



peared, I presume that the honour I claimed is conceded, and therefore, Mr. Editor, beg to subscribe

8, St. Martin's Place,  
Charing Cross, July, 1837.

Very obediently yours,

J. Lewis, Lieut., Retired,  
Hon. E. I. C. Service.

*Officers who distinguished themselves in the late Kaffir War.*

MR. EDITOR,—In page 173 of Captain Alexander's Account of the late Kaffir War it is inferred that the names therein enumerated include those of all the officers who received the thanks of Sir Benjamin D'Urban, not previously particularised in the course of his work; there are, however, some omissions which the subjoined General Order will supply. It is transmitted in the hope that you will give it place in your widely circulating Journal, in justice to those officers not noticed by Captain Alexander.

I am, Sir, your obedient Servant,

ALIBUIS.

G. O.                      Head-quarters, Graham's Town, 1st, July, 1835.

3 \*. The Commander-in-Chief has received from Colonel Smith, commanding the district of Queen Adelaide, a report of his various operations from the 3rd to the 20th of last month.

4. These have embraced a very wide extent of country, having been carried on at once on the Kye, Kabousie, Gorroube, Buffalo, and Keishamona rivers; and have been everywhere eminently successful and efficient, capturing more than 10,000 head of cattle, and causing the hostile savages, now scattered in their fastnesses, much loss and discomfiture.

5. In these ably-directed and well-executed movements the officers employed on them have proved alike the proficiency they have attained in that difficult and arduous branch of their profession, the charge of independent detachments, and the energy with which they are ever prepared to exert it.

6. The Commander-in-Chief desires more especially to record his approbation on this occasion of Captains Ross, Cape Mounted Rifles; Giffillan and Creuse, 1st Provisional Battalion; and Rawstome, 2nd Provisional Battalion; Lieutenants Leslie and Kelso, and Ensign Simmons, 72nd Highlanders; Lieutenant Sutton, 75th; Lieutenant Granet, 98th (attached to C. M. R.); and Lieutenants Bailie, Biddulph, and Bowker, 1st Provisional Battalion.

*Barrack Impositions.*

MR. EDITOR,—Every military man must know the security and convenience arising from placing a latch, with duplicate keys, on his barrack-room door: this practice may be considered as exceeding the useful, being necessary as a protection against robbery—the same key, in many barracks, opening various rooms. A lesser evil is the trouble constantly caused by there being but one key for an officer and his servant, they not being Siamese twins.

It used to be the practice to charge, when leaving his quarters, any officer who had placed a latch on his door with a trifling barrack truncheon, and this was frequently not done when his successor also employed the same necessary instrument. Now, even this, I contend, was unfair; but as the charge was insignificant, and at long intervals, officers cared little on the subject. Lately, however, as if purposely to harass and vex, some regulation has been made and enforced, that in the case of a latch being

\* 1 and 2 relate to an issue of forage.



placed on a barrack-room door, a new style (varying from 7s. 6d. to 1l.) shall be charged at each monthly inspection to the officer, not leaving the harmless advantage of giving up (in this respect) his quarters as received on finally quitting them.

The robberies in barracks are notoriously frequent. There are several officers in each regiment who are *obliged* to have considerable sums of money in their possession; and is it not hard that they should be fined as if they had really committed a misdemeanour?

I hope that, by the means of your excellent Journal, the attention of those in authority may be attracted to this teasing subject; and I feel convinced that if they take the trouble to consider it, in a very short time some wise and satisfactory order will appear.

I would simply and respectfully suggest the propriety of the Ordnance supplying each barrack-room with a latch and two keys, of different patterns.

I have the honour to be, Sir, your most obedient servant,

ANTI-ACID.

Barracks, June 22, 1837.

### *Reform of Regimental Calls and Big Drumming.*

MR. EDITOR,—I have just laid my hand on your number for June, and I cannot but express my acknowledgments to your correspondent J. P. S. for his very scientific and proper effort to reform our bugle sounds. I wish he would apply his inventive and musical powers to some parade and regimental calls; for those in vogue in the regiment to which I belong are of the most doleful and lugubrious melody; in fact, it is a small brass band which calls us to our matutinal labours, and in which the trombone and bassoon very loudly predominate. His improvements and suggestions for the Light Infantry calls are very valuable; and from the masterly manner in which he has treated the subject of the bugle, I am led to hope that he will next be induced to turn his attention to the drum, which, from its wild-beast-show noise, and frequent use in our military bands, requires scientific reform.

I have the honour to be,

Your obedient servant,

July 8, 1837.

S. P. J.

### *A Query.*

MR. EDITOR,—I shall feel obliged to any of your military correspondents, conversant with the Colonies and stations of Regiments rather more than a century ago, who can inform me what Regiment the Earl of Ossory commanded between 1697 and 1707,—whether it served abroad, and where,—and whether there is any record of the names of the officers to which access may be had.

The information required is for the purposes of biography; and I am sure you and your readers will cheerfully contribute on this subject anything they know.

I am, Sir,

Athenæum Club, June 27, 1837.

A CONSTANT READER.

\* \* We request the attention of our readers to the above Query.—ED.

## CORRESPONDENCE FROM THE PRINCIPAL PORTS AND STATIONS.

Portsmouth, July 20, 1837.

MR. EDITOR,—We had a clean sweep of men-of-war from Spithead and the harbour a few days after your July Number appeared. The Princess Charlotte, 104, with the flag of Admiral the Hon. Sir Robert Stopford, G.C.B., sailed for the Mediterranean to relieve Admiral Sir Josias Rowley in that command. The Serfngapatam, 46, having in charge the Romney, fitted as a depôt for the reception of emancipated or captured slaves, and to be stationed at the Havannah, have also gone to the West-Indies. The Castor, 36, Captain Collier, having joined from Sheerness, waited a day or two until the acting Captain of the Hercules, Sir J. J. G. Bremer, took charge, when those two ships and the Pique put to sea to have another experimental cruize in company with the Inconstant, proceeding in the first instance to Corunna, to pick her up. The Ariadne, coal depôt, to be fixed at Alexandria, followed the above during the week, leaving only the Hazard, Sparrow, and Independence at the outer anchorage. The Hazard and Partridge have since gone to Lisbon, and from thence are to go to the Coast of Africa, to be employed off the coast of Senegal and Portendric to protect the British gum-trade from the encroachments of the French merchants—a protection which henceforth must be afforded annually, similar to sending the Seaflower and her tender, the Cracker, to the islands of Guernsey and Jersey to look after the oyster-fishery. The Hazard and Partridge will be engaged on the coast for three or four months, when the former will go to the Mediterranean and the latter return to the port, being the tender of the Royal George yacht. This yacht is to remain in command of Captain Lord A. Fitzclarence.

The Independence quitted Spithead on the 11th of July with Mr. Dallas, the Ambassador from the United States to the Court of Russia, and suite. She is to proceed in the first instance to Cronstadt, return here by the end of September to refit and revictual, and then go to her three years' station at the Brazils. The Independence has been visited by heaps of professional men as well as others that know little or nothing of naval matters, and the greatest attention and civility has been shown by Commodore Nichols and his officers to all that called on board. She is a most powerful ship; but the idea of calling her a frigate is preposterous—as well might the Vanguard be called a frigate if cut down, and her poop altered, and a top-gallant forecastle built. The Independence has two tier of long 32-pounder guns amounting altogether to sixty, with a complement of 650 men and boys; the masts and yards of an 80 gun-ship. She is 2300 tons burden, and quite a match for any seventy-four in the British service. She has two Lieutenants, Master, one or two second Masters, and twenty-four Mates and Midshipmen: the Mates are all active young Officers, and qualified to take charge of the ship. There is a Captain and thirty marines: the dress of the latter is green, with a leather cap or helmet, and black cloth gaiters under white duck trousers, and their appearance certainly not very soldierlike. The crew are nearly all young men, and, upon the average, come up to the rating of ordinary seamen. They are engaged to serve for three years only: many of them have never been on blue water before; but as strict discipline is enforced, and the youngsters practised daily in some point of seamanship or another, they will probably be found tolerable sailors when the period arrives for the ship being ordered back to America and the crew discharged. This policy of engaging them for a limited period saves pensions, half-pay, &c.

There are one or two practices in this American ship which do not come up to the ideas of British Naval Officers. At every other gun, both on the quarter and main decks, a small tub is placed in a prominent position

For the officers and men to expectorate in ; and as some of the former and a great portion of the latter chew tobacco, the use of these vessels is in constant requisition. The allowance of provisions appears ample ; but, on piping to dinner, while one or two of each mess repair to the coppers for the provisions, the remainder toe a line, and, on their names being called over, advance to the grog-tub and drink off a measure containing half a gill of raw whisky, and then join their companions at dinner. This drinking takes place three times a-day, and must produce habits of intemperance, although it is intended as a check to drunkenness, for we observed several of the young hands to wince as they swallowed the spirit. The operation is superintended by a mate, and a steward, who call each name—no joke when they amount to between 500 and 600,—and a quartermaster, who is employed to fill up the six or eight copper measures as they are emptied. The crew have no mess-tables or benches, but, when taking their meals, spread a piece of canvass on the deck, on which is placed their provisions, plates, pans, &c., and the men kneel, sit, squat, recline, or stand to eat as they feel most convenient. Altogether this looks uncomfortable and very unsocial.

There is a library outside the Commodore's cabin for the use of the crew ; to support it each man contributes a trifle, but that is optional ; however, a considerable number of the marines and seamen had the books on deck, and were reading with great apparent entertainment and attention. The works are chiefly in American literature, and a few of our modern novels. The men that feel inclined to work in making straw hats, repairing or making clothes, and other matters, have a place selected for them under the quarter-deck ; one or two appear to have constant employment in painting the names of the individuals in full length on each garment, their trowsers, frocks, and bags having the owner's name on them. The hammocks are numbered, and over the iron chest of each man's sleeping birth there is a brass plate, with the number affixed ;—this prevents any dispute as to the rightful owner of the berth, and also enables the officer, by reference to his station-bill, to know in what part of the ship any man ought to be found in the night, without rousing more than necessary. The store-rooms and sick quarters are capacious, and well ventilated, and the dispensary is arranged with great neatness, and as bountifully furnished as a number of chemists' shops in the town ; each officer's cabin has his rank painted over the door. The midshipmen's berths are airy, and being on the lower deck, are lighted with wax or oil. The warrant officers' cabins adjoin the midshipmen's mess place. Upon the whole, although this man-of-war will not compete in internal arrangement with many of our ships of the line, or frigates, she is an example to any Russian or French ship for cleanliness, discipline, &c., and if the system of drinking raw spirits at the tub, and the spitting boxes could be done away with, the Independence would be, in course of time, to approximate to one of her Majesty's ships. During her stay at Spithead, having occasion to send a boat to Cowes, some of the crew ran away, and after a strict search in the island six of them were re-taken and tried by a court-martial. This court was composed of seven Lieutenants and the Commodore's secretary ; the latter acting as Judge-Advocate. As their proceedings were conducted with closed doors, no account can be furnished of the system adopted, but it was stated by some of the officers that the prisoners had been furnished, the day before the trial, with a copy of the charges to be advanced against them, and would be allowed time, after the prosecution had closed, to prepare their defence, and state any mitigating circumstances, as well as call witnesses to character. If, at these trials, the offenders are found guilty, the punishment is generally a very severe flogging at the gangway. For minor offences, the Commodore, or Commanding Officer has the power allowed of ordering two dozen lashes, also to be inflicted at the gangway, or a summary thrashing with



a colt, which, being a piece of twisted or knotted rope, is, according to our ideas, worse than a cat-o'-nine-tails, as it leaves large wales and bruises, and destroys the men's clothes.

The foreign arrivals at the port were the Volage and Cruiser, the first from the Mediterranean, the last from Halifax. The Volage had a very tedious passage of six weeks from Gibraltar, and has been sent to the eastward to be paid off. The Cruiser was seven weeks from Halifax, and has also been despatched to Sheerness to be paid off; neither of the before-named vessels had a particle of news to communicate. The following ships are ordered here, to be paid off, and may be daily expected:—Caledonia, from the Mediterranean; Belvidera, from the West Indies; and Andromache, from the East Indies. Three ships are ordered to be brought forward for Commission, viz.—Edinburgh, 74; Alligator, 28; Hyacinth, 18: Captain William Henderson is nominated to the Edinburgh, and her destination will be the Mediterranean, or Lisbon, probably, to relieve the Malabar. The Alligator is to be employed to survey the north-west coast of New Holland, for the purpose of forming a new settlement in that part of the world: this duty is to be performed under the direction of Captain Sir J. J. G. Bremer, who is now acting Captain of the Hercules; but other officers being appointed to the Alligator, she will be progressed in her equipment, and nearly ready by the time her Captain returns to Spithead. The Hyacinth is a very fine ship, and will, probably, relieve the Childers, on the south coast of Spain. Commander William Warren is appointed to her.

A new superintendent is appointed to the Dockyard in the room of Rear-Admiral Sir F. Matland, viz., Rear-Admiral the Hon. D. P. Bouverie, recently promoted out of the Vanguard, and he will enter upon the duty in a day or two. Sir Frederick is nominated to relieve Vice-Admiral the Honourable Sir T. B. Capel in the command of the East India squadron, and is expected to sail from hence in the Wellesley about the first week in September. The President, 52, now in dock, but nearly ready for commission, will possibly be the flag-ship of Rear-Admiral the Honourable George Elliot, fixed upon to relieve Rear-Admiral Sir P. Campbell in the command at the Cape of Good Hope and Coast of Africa. It is not settled if Rear-Admiral Ross will have his flag-ship fitted at Portsmouth or not; there is one up the harbour, the Vindictive, that would suit for him in every way, and it is a pity the Admiralty do not order her to be brought forward. Mr. Blake, the eminent master shipwright of this Dockyard, who cut down and altered the Vindictive, has orders to cut down the Warspite and make her resemble the Barham.

I sent you last month the heads of a new order issued to the fleet stating the qualifications requisite of the "Naval Instructors and Schoolmasters" that enter the Navy, with their rate of pay, half-pay, &c. &c. The Admiralty have formed a plan for instructing the seamen, marines, and boys of the fleet, and established a new rating called "Seamen's Schoolmaster:" within the last month or so, the following order has been issued:

Admiralty, May 15, 1837.

"The Lords Commissioners of the Admiralty being anxious to extend the advantages of education to the petty officers, seamen, marines, and boys of the fleet, are pleased to authorise one additional rating of first-class petty officers in every ship of Her Majesty's Navy, to be called, seaman's schoolmaster.

"The person to fill this rating is to be entered or selected by the commanding officer of the ship, with the approbation of their Lordships. Vacancies occurring abroad may be filled up from the ship's company, if a person properly qualified be found on board; if not, one may be taken from any other ship, with the consent of his commanding officer and the approbation of the senior officer present.

"The seaman's schoolmaster is to be competent to teach reading, writing, and arithmetic, viz., the first four rules, the rule of three, vulgar and

decimal fractions, logarithmic arithmetic, plane trigonometry, and to keep a ship's reckoning at sea.

"He is to be examined as to his fitness by the naval instructor of the flag-ship of the port where his ship may be fitted out, or by some other competent person, to be named by the Port-Admiral, who is to give a certificate of his fitness, which is to be transmitted to this office before the appointment is approved.

"Any petty officer, seaman, or marine, who may wish to avail himself of this means of education is to be taught by the seaman's schoolmaster, and all the boys are to be put under his instruction.

"Arrangements are to be made by the commanding officers of Her Majesty's ships so as to allow the men and boys to attend, consistently with the proper discharge of the duties of the ship.

"The pay of the seaman's schoolmaster is to be,—in first-rates, 27. 12s. per month; second-rates, 27. 10s.; third-rates, 27. 8s.; fourth-rates, 27. 6s.; fifth rates, 27. 4s.; sixth-rates, 27. 2s.; below sixth-rates, 27. 1s.

"By command of their Lordships.

"C. Wood."

We predict that these "seamen schoolmasters" will be found a troublesome race on board a man-of-war: having a smattering of learning, they will soon be designated sea-lawyers. The examination of midshipmen and schoolmasters is still carried on monthly in Portsmouth Dockyard by the Admirals of the Port and the Captain and schoolmaster of the Excellent. The following were found qualified this month:—

\* Messrs. Charles Rainier, Charles Hoblyn, W. E. Shaw, Percy Parkhurst, Richard B. Creyke, W. Mooney, Geo. Walker, William Mottley, David Elliott, Henry Clarke.

The men recently discharged from the Anglo-Spanish Legion arrive here in troops; four or five vessels, steamers, luggers, and sloops, have brought nearly one thousand during the present month; and on Tuesday last the Queen of Spain's armed steamer Isabella, with a Commodore's broad pendant, favoured us with a visit, and the following day landed 300 of these miserable creatures. The Government some months past lent the agents an old ship, called the Swiftsure, for the men to consider as a retreat until their arrears of pay and gratuity were settled. This vessel is not large enough, and the Prometheus hulk has since been lent also. In these two ships there are upwards of 1600, and they appear determined not to move away until their affairs are wound up. The agents in this town not having the means of feeding these poor wretches, a representation has been made to Government of their starving condition, and in consequence orders have been issued to the Port-Admirals to cause provisions to be distributed daily from the flag-ship, and each man receives two-thirds allowance so long as he continues on board. This measure has in some degree been the means of making the Spanish Government alert in settling the business; for a considerable number have within the last two or three days been paid gratuity, &c., and the Messenger steamer has orders to be in readiness to convey a few hundreds to Ireland. Those that have landed in the town to proceed to London and other places contrive to spend all their money in drink and debauchery, and shortly become in a most destitute condition, and what is ultimately to be their fate is lamentable to reflect on. A few have brought plunder in various shapes, which the Jews in the town have purchased at one quarter of the value, but not one in ten has a groat.

What with the Legion, the Poles, a German emigrant ship, the rabble that infests the town during the fourteen days' fair now going on, and a strongly-contested election for the borough and county, the place is crowded with a most heterogeneous mixture, and we shall not resume our usual garrison habits until after Goodwood races.

The election of members for the borough is to be held about the 25th or 26th inst.



26th instant. The candidates are the late members, and J. B. Carter and F. T. Baring, Esqrs., and Admiral the Right Honourable Sir Geo. Cockburn and Lord Fitzharris, the eldest son of the Earl of Malmesbury. Prodigious exertions have been made by the agents and friends of each party to bring in their men; but all predictions and opinions as to the result are speculative, for great numbers will not promise, and many will not vote. There are about 1500 electors in the island of Portsea, and it is calculated that not more than 1000 will go to the poll.

The southern division of the county is to be contested by Messrs. Fleming and Compton, the late conservative members, and Sir G. Staunton and Rear-Admiral Sir J. Omanney on the liberal or destructive side. The object of the party who put the latter up is merely to occasion expense, and benefit the attorneys and printers, as they do not stand a chance of success.

Perhaps I ought to have stated in the commencement of this communication that on the day appointed for the funeral of his late Majesty every possible respect was shown by the inhabitants, and, as a matter of course, by the different departments under Government. The Dock and Victualling Yards, Custom-House, and Ordnance, were closed, and a total cessation of work among the men. Minute-guns were fired from the forts, batteries and men-of-war from a quarter after three A.M. until sunset, and in such ships as had chaplains the church service was performed. Nearly all the shops and private houses in the town were shut up.

To conclude this long epistle. The recent alteration in the Marine corps is not considered by the parties to be a very great boon, but rather a reduction instead of a promotion; and it is therefore surprising, while the Admiralty had power from the House of Commons to act in the most liberal way possible, they have been niggard in their favours. The whole detail is not yet announced, particularly the names of those who are to obtain the new commissions as Second-Lieutenants.

P.

Plymouth, July 22nd, 1837.

MR. EDITOR,—I have catered somewhat sparingly for you this month, few circumstances of any interest having fallen under my observation since the date of my last.

The Beagle, surveying vessel, Commander Wickham, arrived on the 20th ult. from the eastward, and remained here until the 5th of this month, when she started on the very interesting and important service for which she is destined, which, I believe, is to proceed round the southern point of Van Diemen's Land, and northward along the eastern coast, ultimately exploring unknown parts of the north-west coast of New Holland.

During the time the Beagle stayed at this port, Captain Wickham had the vessel swung, to ascertain the amount of local attraction upon the compass. The process is a very simple one, and it seems to be desirable that it should be gone through for all ships, but more particularly for vessels employed in surveys. It is done by bringing the ship's head successively towards every point of the compass, taking reciprocal and simultaneous observations from the ship to a station on shore, and from the shore to the ship, until she has made an entire revolution. The bearings thus taken, if there be no local attraction in the vessel, ought to be diametrically opposite, consequently the difference of the two readings indicates the error due to the attraction of the iron on board. To correct this error, Professor Barlow invented a method, about fifteen years ago, of fixing an iron plate abaft the binnacle, to neutralize the effect of local attraction.

On the morning of the 21st of last month intelligence reached this place by the Brunswick, Portsmouth steam-packet, of the death of our lamented



monarch on the day previous. Until the arrival of the London mail in the afternoon it was hoped that the melancholy news was without foundation; but it unhappily assumed an official character by the evening's post. Minute guns were immediately commenced firing, and were continued until sunset. The Royal Adelaide was blackened over, and her yards placed aslant in a manner much practised on saints' days in Catholic countries. Every flag in the neighbourhood was hoisted half-mast high, and remained so until the 10th, the day appointed for the funeral ceremonies, except for a short time on the day following our beloved monarch's death, when they were temporarily hoisted during the time the ships and garrison were firing a royal salute in honour of the Queen's accession to the throne.

• On the 22nd, the *Thisbe*, 46, was taken into dock to be examined. She has been newly coppered, and will be put out of dock again the first week in August. The *Wellesley*, 74, was commissioned on the 23rd, for the flag of Rear-Admiral Sir F. Lewis Maitland, K.C.B., who is appointed to the command of the East India Station. She is to be armed with only forty-six guns, viz., 34 thirty-two pounders, of forty cwt., on the main-deck; and 12 thirty-two pounders, of 17 cwt. on the quarter-deck and fore-castle; and the complement of men will be 420.

The *Donegal*, 78, was commissioned on the next day by Commander Pritchard, for the flag of Rear-Admiral Sir Edward Brace, who will take the command in the Tagus. She will be armed as formerly; that is to say, she will carry thirty-two pounders on the gun-deck, eighteen-pounders on her main-deck, and thirty-two pounder carronades (in addition to some twelve-pounder long guns) on quarter-deck and fore-castle. Her complement of men, when complete, will be 570.

The *Talbot*, 28, Captain Pennell, arrived on the 24th from Portsmouth, the port to which she had very recently repaired on her return from Rio de Janeiro, with specie to the amount of 400,000 dollars. The *Ringdove*, at that time lying in the Sound, answered her salute. Shortly after the *Talbot* had cast anchor, and furled sails, she commenced firing at a mark, and gave some proof to the Flag-Captain, who was on board on a visit of inspection, that the ship's company had been well practised in that very important branch of the naval department, the gun exercise. In the course of the afternoon, she was ordered into harbour, and sailed in with a fine leading wind.

The *Wolverine*, 16, Hon. E. Howard, went down into the Sound on the same afternoon, and it would seem that she had not expected to go out of harbour that day, for I observed that her courses were not bent. She beat out, however, in very good style, under her top-sails and top-gallant sails, about three in the afternoon.

On the 26th, the *Ringdove*, 16, Commander H. P. Nixon, sailed for the West Indies. A court-martial was held this day (26th) on board the *Royal Adelaide*, on three seamen, James Bridges, Thomas Davidson, and Abraham Firth, all belonging to her Majesty's steam-vessel *Blazer*, on charges brought against them by her commander, Lieutenant Waugh. James Bridges, carpenter's mate, was tried for robbery, and the other two for aiding in the robbery, and desertion. Bridges having been found guilty, was sentenced to two years' imprisonment, to be kept to hard labour, mulet of all pay due to him, and to lose all the benefit of his time and service in the Navy. The other two were acquitted. Rear-Admiral Warren was president of the court. The other members were Captains John Sykes, John Hancock, C.B., F. Moresby, C.B., F. W. Pennell, and Thos. Maitland, with George Eastlake, Esq., as judge-advocate. The court having got rid of the case of the three seamen, were again sworn to try Mr. G. Sinclair, gunner of her Majesty's brig *Royalist*, for repeated drunkenness, and for quarrelling with his superior officer, Commander Charles Anstruther Barlow. The sentence of the court was, that the charges having been clearly proved against the prisoner, he should be dismissed her Majesty's service.

The Messenger, steamer, arrived here on the 27th, from Portsmouth, with Marines for the Donegal, and sailed again the same day. The Racehorse, 18, Commander Sir E. Home, Bart., arrived on the 28th from the North American and West India station; and the Blazer, steamer, Lieutenant Blount, sailed for Falmouth, having been under repair at the Dockyard. The Royalist, 10, Lieutenant Hon. E. Plunkett, went out of harbour the same day. She anchored in the Sound, and remained there until the 2nd of this month when she sailed for the coast of Spain. The Racehorse, whose arrival has been alluded to above, came into harbour on the 1st of July, and was paid off on the 12th instant. The Diligence transport sailed hence on the 2nd, and the Lightning, steamer, on the same day, for Portsmouth. The Wolverine took her departure for the Mediterranean on the 3rd instant, and the Talbot was paid off on the 5th. On the 6th, the Comet, Lieutenant Gordon, arrived from the eastward; she towed the Pembroke, 74, Captain Moresby, out of harbour; and on the following day the Comet was taken into dock, where she remained a week.

A court-martial, which had been looked forward to with feelings of considerable interest, took place on board the flag-ship on the 7th instant. The court was composed of the following officers:—Admiral Lord Amelius Beauclerc, G.C.B., G.C.H., president; Rear-Admiral Warren; Captains Sykes, Hancock, Brace, and Bennett, to try Sir Thomas Fellowes, of her Majesty's ship Vanguard, late of the Pembroke, for disobedience of orders, while in command of the latter vessel, and for neglect of duty. The disobedience of orders consisted in carrying the Pembroke into Gibraltar Bay when she was ordered to proceed to Malta; the neglect of duty, in refusing to have the Pembroke moored, though the Commander and Master advised that course, by inattention to which she was driven on shore and damaged. The charges were in part proved, but there was nothing flagrant about the case; and the accident of getting ashore arose from the suddenness with which a heavy gale came on. The sentence of the court was,—that the gallant officer be admonished to be more careful in future. There was a third point of discipline in dispute, viz., whether Sir Thomas Fellowes ought not, agreeably to his orders, to have given up the command of the Pembroke to Captain Moresby, who was appointed to her by the Admiralty, and met with her at Gibraltar; but this point was waived, in consequence of its being doubtful whether the order to take the ship to Malta did not suspend the operation of the Admiralty appointment, there being authorities on both sides. This question is one which it was considered would require an order of the Admiralty to settle.

On the morning of the 8th, the Hercules, 74, and the Castor and Pique, frigates, were seen lying-to for a short time off this port, and were observed to signalise with the shore: they afterwards stood away westward with a fine breeze from the east, to meet the Inconstant at Corunna, for the purpose of again making trial of their relative sailing qualities. The Pique has already tried with the Castor and Inconstant; we shall shortly see what the Castor can do with the Inconstant, and the result, if the experiments be conducted for a sufficient length of time, in bad weather, may throw out a useful hint to our naval architects.

Commodore Rodgers, of the United States' Navy, visited the Dockyard at Devonport on the 10th and 11th instant, and appeared much gratified with every thing he saw. The Saracen, 10, Lieutenant Worsley Hill, arrived from Lisbon on the 15th: she was taken into Barnpool yesterday, where some trifling defects will be made good by the Dockyard. The Comet, steamer, sailed for Spain on the 17th; and the Meteor, steamer, arrived from the West Indies: she proceeded yesterday afternoon to Woolwich, to have her boilers and engines overhauled and repaired. The Lightning sailed on the 18th; and the Britomart was that day taken into the basin at the Dockyard, to be brought forward for sea-service. Lord Wilton's yacht, Xarifa, was taken on the Dockyard wet-slip on the 20th,



for the purpose of scrubbing down her copper: she will proceed almost immediately to Cowes, where his lordship will embark, and will shortly afterwards go to Liverpool.

The Lancaster, 52, and Clarence, 84, have been brought alongside the Dockyard, and will shortly be taken into dock; and the Fisgard, 46, will be undocked in about a fortnight. It was in contemplation, about two and a half years since, when the repairs of the Fisgard were first taken in hand, to fit the ship with Captain Couch's patent solid channels, one of the principal features of which is the strong security of the dead-eyes to the channels, so that the laniards may be cut away in the event of the lower masts falling overboard. There were doubtless good reasons for not carrying Captain Couch's plan into effect; but I have observed that the fastenings of the Fisgard's channels are unlike those of other ships' channels, and that they possess the property of imparting that security to the dead-eyes which has hitherto not been thought necessary, but which Captain Couch has insisted upon as being an important principle.

My letter has already far exceeded what I had anticipated, yet I cannot conclude without speaking of the retirement of Mr. Roberts from the office of master-shipwright at this Dockyard, after upwards of fifty-seven years' servitude. This gentleman has passed through the various grades of sub-quartermaster, foreman of the yard, draftsman at the Navy Office, assistant to master-shipwright, assistant to the surveyor, and that of master shipwright, which office he has filled for twenty-four years. No individual in that station of life ever left his situation more deservedly respected for his professional talent and faithful services.—Yours, &c.

D.

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#### REVIEWS AND CRITICAL NOTICES.

TURKEY, GREECE, AND MALTA. BY ADOLPHUS SLADE, Esq., R.N.

THE former work of Mr. Slade, entitled "Records of Travels in the East," has not only obtained for its author a liberal share of literary reputation, but has furnished a pledge of his competency to discuss the particular question to which the present able volumes are devoted. Mr. Slade having proceeded to the Mediterranean, in the beginning of 1834, as flag-lieutenant to Sir Josias Rowley, availed himself, with characteristic observation and diligence, of the second opportunity thus presented to him, under circumstances so favourable, of improving his knowledge of the Levant, and studying the relations and probable results of the complicated diplomacy of its bordering states. The position and influence of Russia, with regard to Turkey and Persia, particularly attracted his attention; and the progress of the former Power in naval resources and organization, with reference to a possible, though we think improbable, collision with England, excited his watchful research. Upon these subjects Mr. Slade gives us his conclusions with a force and earnestness which excite the reflection it is his purpose to awaken.

We are also pleased to find that in touching on Malta and its local concerns, the author, whose opportunities were as ample as his penetration, combats the cry of "Justice to Malta," raised not long since by some intriguing agitators, and overthrows the fallacies upon which certain emissaries lately attempted to excite a misplaced sympathy in this country, preaching up the redress of fictitious grievances on behalf of the "Maltese Nation," of which they professed to be the "representatives." It will be recollected that the officiousness of these persons elicited reproof from this Journal in the course of the last year or two.



There is a great deal in Mr. Slade's present work which we would gladly quote, but our limits confine us to the agreeable duty of cordially commending it to general perusal.

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NARRATIVE OF A VOYAGE OF OBSERVATION AMONG THE COLONIES OF WESTERN AFRICA, &c. BY CAPTAIN ALEXANDER, 42ND REGT.

THE writer of this work is already most favourably known as a popular traveller and author; and certainly if an ardent zeal, self-discipline, an enterprising spirit, and the faculty of recording his observations in simple yet lively language, qualify an explorer of our globe for popularity, Captain Alexander has fully entitled himself to the meed. He may, indeed, be fairly enrolled as a "Globe Ranger," for—"quæ regio in terris sui non plena laboris?" He has, we believe, though but a young man, already visited and probed the four quarters of the world, and, like his great namesake, probably sighs for a new one, having exhausted the old.

In the autumn of 1834, Captain Alexander proceeded to the Cape in the *Thalia* frigate, the flag-ship of Rear-Admiral P. Campbell, Naval Commander-in-Chief on the African station, in pursuance of an invitation from the Geographical Society to undertake an expedition, patronised by the Government, for the purpose of exploring and reporting on certain regions of Eastern Africa, from Delagoa Bay westward, with a view to the extension of geographical knowledge and commerce. Arrived at the Cape, he found that colony involved in all the tumult and alarm of the Kaffir war—the most considerable which has yet occurred in South Africa. His projected journey being thus impeded, he was, however, enabled, by the kindness of Sir Benjamin D'Urban, who attached him to his personal staff, to witness the principal operations of that savage struggle; and it is to the descriptions of these scenes and of the various incidents and localities of the voyage out, that these volumes are devoted.

We have already given, in the pages of this Journal, a faithful narrative of this strife, to the death of Hintza, from the pen of a staff officer present, and need not, therefore, recapitulate the corresponding facts related by Captain Alexander, who pleads the cause of the colonists in this war of Kaffir cruelty and oppression, in the face of "the insidious acts of a religio-political party." For the collateral incidents of this context, as well as for the pleasing narrative of his diversified voyage to the Cape, we must refer to Captain Alexander's light and agreeable volumes which are illustrated with sketch maps and drawings by Major C. C. Michell, the able Surveyor-General of the Cape of Good Hope.

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PERSONAL MEMOIRS AND CORRESPONDENCE OF COLONEL CHARLES SHAW, &c.

THE bulk and variety of these volumes preclude more than a brief notice of their contents and character. Mr. Shaw, an officer of intelligence and spirit, having served in the 52nd and 90th Regiments (of which latter corps he remains a Lieutenant on the half-pay) towards the close of the war, subsequently took service and distinguished himself with the *Pédroite* "Liberators," and more lately as a Christino-Auxiliary with the British Legion, in the struggle for what he good-naturedly terms "Constitutional Liberty" in the Peninsula. To this calling he was, doubtless, moved by the illumination acquired during a northern tour, made in the interval of his British and his foreign employment; for, as he himself informs us, "while associating with the German students of Brunswick and of Göttingen, he had imbibed the most extravagant notions of liberty, and a thorough hatred of tyranny and oppression."

The "Memoirs" comprised in these volumes consist of narratives and

correspondence, relating the individual history, civil and military, of the writer, from his *début* in life down to the close of his active and eminent service with the Pedrites and Christinos. In this space is crowded a mass of lively and often highly-stirring details, related with the frankness and gaiety of a soldier who has seen the rough rather than the smooth side of things, and is, moreover, of a somewhat restless temperament. His views, of course, are imbued with the unction of "Liberalism,"—with which we are the less disposed to quarrel, inasmuch as this bias does not affect his honesty of purpose, or warp his indignant ~~and~~ <sup>adversions</sup> on the selfishness and perfidy of those pseudo-Governments by which legions of British subjects have been crimped, maimed, and cheated.

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THE CITY OF THE SULTAN. BY MISS PARDOE.

THIS is a charming and lady-like work, bearing the impress of the writer's character—"female, fair." It is more *repandu*, perhaps, than any other production of the season—to ladies and gentlemen it seems alike attractive; and the former are not jealous of its success, while their feminine curiosity is gratified by a peep into the reformed mysteries of Turkish domestic life, which comes more home to their perceptions than the broad though somewhat antiquated revelations of Lady Mary Wortley Montague.

We had, on a former occasion, the pleasure of verifying and commending the fidelity and spirit of Miss Pardoe's sketches in Portugal; her spirit of travel and observation has taken a wider sweep in the distant, though no longer difficult, journey of which the record is before us, and to the style of which the habits of writing has added force and perspicuity. The journal of her residence, with her father, Major Pardoe, at Constantinople, is extremely lively and curious, as well as marked by much novelty of incident, owing to the privileges conceded by Turkish gallantry to the fair Frank.

Her steam voyage homeward by the Danube to Pesth has been already described in our pages, in the journal of an officer who formed one of the party on board the *Ferdinando Primo*. We shall not commit the gallantry of the gentleman, and the modesty of the lady, by any comparison of their several accounts. It would be superfluous to recommend Miss Pardoe's very agreeable volumes, which, by-the-bye, are illustrated by very pretty sketches drawn by that lady, to the general notice which they have so amply obtained.

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THE SPAS OF GERMANY. BY DR. GRANVILLE.

THIS systematic work, combining the interest of a tour with the physical and economical information of a local guide, appears most ~~seasonably~~ <sup>reasonably</sup> as a valuable companion to the invalid or the inquisitive traveller in Germany. Nor is its value confined to these classes. The profession of which Dr. Granville is an active member, as well as the general reader, may glean much useful and interesting matter from its well-stocked and well-arranged pages. The subject of the German Spas is treated by the author with the research and knowledge of an experienced physician, and the vivacity of a man of the world. It is also most clearly and conveniently illustrated by views, plans, and elaborately-constructed tables, with a general map of 300 mineral springs, in Germany and Switzerland, which add greatly to the usefulness of this "vade mecum" of the "bubbles" seeker. It is, we believe, the most complete, and is certainly the best executed, publication of its class, and will, we doubt not, become an indispensable appendage to the travelling-carriage of the invalid and continental traveller.



**MILITARY RECONNOISSANCE.** BY CAPT. W. C. MAYNE, 5TH (NORTH-UMBERLAND) FUSILIERS.

WITH a professional zeal, which it is our province and constant desire to foster, Captain Mayne has compiled this intelligent treatise on the important military function of *Reconnaissance*. Taking for his foundation a liberal translation, by himself, of a posthumous memoir by General Bourcet, Captain Mayne has superadded a variety of sound instructions, illustrated by incidents of service and cases in point; the whole being judiciously distributed under appropriate heads. This little volume, as a contribution to the general science of Strategy, may be usefully consulted by officers, and does credit to Captain Mayne's use of the opportunities afforded him as a student at the Royal Military College.

**LANDSCAPE MAP OF THE COUNTRY IN THE VICINITY OF ST. SEBASTIAN.**  
BY CAPTAIN ADDESLEY W. SLEIGH, LATE B. L.

THIS is a very curious, half-bird's-eye, view of the intermediate country from St. Sebastian to Irun, Fuentarabia, Passages, and Hernani—comprising the late seat of war between the British Legion and the natives. This raised map, on a large scale, represents the ground in its numerous undulations, and is not unlike in effect the adjoining Bay of Biscay. The various posts, rivers, and roads, with the columns of troops upon them, are here designated, and the final conflicts near Hernani may be traced. The plan is creditable to the industry of Captain Sleigh, who has also constructed an ingenious model of a night telegraph, with an inspection of which he has favoured us—but of which we must reserve the description to another opportunity.

**REGULATIONS AND ORDERS FOR THE ARMY, 1ST JUNE, 1837.**

A REVISED edition of this important Manual, including the latest additions and alterations, has just been published. All officers are enjoined to provide themselves with a copy of this book, which appears in an improved form, and comprises all the instructions by which an officer may be generally guided in his regimental duties.

✂ A great number of reviews are still unavoidably reserved.

**NOTICES TO READERS AND CORRESPONDENTS.**

WE regret that we cannot afford our Birmingham Correspondent, Mr. D——, any information on the subject of his inquiry; but, if he will accept our advice, we would dissuade him from prosecuting his intention.

The communication of "Miles" was duly received, and has been reserved for insertion. It is desirable that the continuation should be forwarded (by a less expensive channel, if possible, than the former), and that accuracy should be adhered to as strictly as circumstances will admit.

In "F. O." (West Indies) we recognise an old contributor, from whom we shall be happy to hear as formerly. His paper next month.

"A Constant Reader" will perceive that we are pursuing, as he hopes, the subject of the Steam Engine.

"Flint"—"Fair Play"—"A Captain of Infantry on Half-pay"—"H.F."—"A Mate"—"A King's Subaltern," &c. &c., are on our rollster.



EDITOR'S PORTFOLIO ;  
OR,  
NAVAL AND MILITARY REGISTER.

AFFAIRS AT HOME AND ABROAD.

THE obsequies of his late Majesty were performed at Windsor on the evening of Saturday the 8th June, admission to the lying in state having been open to the public during the previous Friday, and up to three o'clock of the day of interment. The ceremonies on this mournful occasion were similar to those employed at the funeral of George the Fourth. The Household Troops, bearing flambeaux, lined the path of the procession and the interior of the church, and, with the Metropolitan Police, regulated the immense assemblage of spectators. Minute guns were fired by nine-pounders stationed in the Long Walk, and at the firing of a rocket, precisely at nine o'clock, the funeral train moved slowly from the Castle, and, amidst all the impressive accessories of military pomp, solemn music, the booming of cannon, torch-light, and a breathless crowd, entered St. George's Chapel at ten o'clock. The Duke of Sussex was chief mourner, and a gorgeous but grave throng of Naval and Military officers of rank, and public functionaries, surrounded the royal coffin.

The deepest emotion pervaded the spectators, and by eleven o'clock the sepulchre of his kindred had closed on the remains of the good King WILLIAM THE FOURTH.

In London the demonstrations of respect on this melancholy occasion were sincere and universal. The whole metropolis, and its extensive suburbs, wore the air usually assumed on the Sabbath alone. Every shop was shut—the windows were closed, and business was suspended. The effect was striking, and the motive was equally honourable to the people and to the memory of their lamented Monarch.

Parliament was prorogued by the Queen in person on Monday the 17th ult., and was dissolved by proclamation on the same evening. The writs for the new Parliament are returnable by Monday, the 11th September, and the country is engaged in a general election, the result of which is looked to as of the highest importance to the constitutional establishments, security, and welfare of the British empire.

Our abstinence last month from any other than the predominating topic, to which respect for his late Majesty confined us, prevented our recurrence to the subject of a special honorary distinction to the soldier of the war, and an order of merit. We now resume our observations on a measure which the New Reign renders both more expedient and more practicable.

By the separation of Hanover from the Crown of Great Britain, even the limited resource furnished by the Guelphic Order has been diverted from the fountain of honour, never overflowing in its favours to the humbler grades of the United Service. The extension of the Bath was

a virtual restriction; and, though a highly-prized honour redolent of the "sulphurous canopy" under which it was won, the riband of the third class has proved a stinted and exclusive boon. The higher ranks of the Army have been liberally, and, in most cases, deservedly decorated—but the example loses its force when hope is barred to the junior classes, who *have* seen fire, but are excluded from participation in well-earned distinctions which the future holds out to them little prospect of achieving in the required rank.

It would be idle to descant on the justice and expediency of stimulating the zeal and rewarding the honourable ambition of the Navy and Army by some palpable symbol of individual desert. Merit, forsooth, may be its own reward, and the respect of his comrades may be a sufficient compensation to the undecorated soldier or sailor—but by what marks are our countrymen at large guided in their estimate of the claim of either to their esteem and gratitude? They know him not except as to externals, and look to the emblem for the reality of his pretensions.

Perhaps a more auspicious era than the present could not have occurred for the effectual remedy of so grievous a defect in our military system, a defect which unfavourably distinguishes the British from any other Service in the civilized world. The accession of Queen VICTORIA presents an occasion too fair to be overlooked by the source and object of so much chivalrous feeling; and we confidently augur, from the character of our youthful and Sovereign Lady, that ere long means will be found, either by the institution of a new Order or an extension of the old, to gratify the honest and commendable pride of a class of officers and soldiers who, to the shame of the land they saved and exalted, have bathed the field of honour with their blood, but reaped no laurels from the soil.

It is truly satisfactory to us to find our opinions and suggestions supported by the concurrence of an authority so experienced and upright as Major-General Charles Napier, from whose recent work (on Military Law, &c.), abounding in benevolent and manly observation, to which we shall hereafter recur, we extract the following appropriate passage:—

"A medal bestows a character; it says to the eye of the public—'He who wears me is a man of approved merit.' . . . An attempt was made in the extension of the Order of the Bath to reward merit; but it lost its good effect, because it was confined to classes, and not given to merit under a certain rank. Most of those who received, deserved it; but many regretted to see those excluded by their want of rank who were equally, or possibly more meritorious in the field. On a campaign men feel for and with their comrades; they feel no pride in getting that which their companions of inferior rank, but equal valour, cannot get. What officer, possessing any manliness of character, would be so selfish that he would enjoy comforts if his soldiers were without them? So it is with honours. The Order of the Bath would, therefore, be much improved if a fourth class were created, with which the valiant men of every rank might be decorated. Such is the Legion of Honour established by Napoleon. . . . Our statesmen will not believe (it would seem) that Captains, Subalterns, non-commissioned officers, and private soldiers, care for honour as much as men of higher rank, and care for it with more reason; and so I leave this matter for the present, protesting against the surpassing folly that (in a military system) does not employ the stimulant of reward as well as that of punishment."

In our Numbers for January, 1831, page 102, and for April, 1836, page 506, we offered designs for the respective decorations of officers and soldiers which might still furnish hints for a uniform badge. We have also on a former occasion suggested that the letter **P** should be prefixed to the name of each officer who had served in the Peninsula, as **W** precedes that of the "Waterloo man." These terms are both borne on the colours and standards of regiments—why should not their initials be equally appropriated to the purpose of individual distinction?

We have much satisfaction in recording a tribute of gratitude and respect paid to the late gallant Admiral Lord de Saumarez, in the person of his son, who has received a handsome memorial, which we understand to be a pair of highly-wrought silver candelabra, from the merchants connected with the Baltic trade. It seems that during the equivocal state in which this country was placed with regard to Sweden during the last war, property to a considerable amount was seized and detained by the latter power, which produced a remonstrance on the part of our Government. Commissioners were appointed to establish the claims of the sufferers; in prosecuting which, it is almost needless to say they derived great assistance from our gallant Admiral, who then commanded in the Baltic. Owing to a variety of circumstances the matter has but lately been brought to a final termination, some months after the death of the Noble Lord. That such a tribute might not, therefore, be lost to the family, the Commissioners, with a feeling which does them great credit, came to the unanimous resolution of presenting it to his son—the present Lord de Saumarez. We have been favoured with a copy of the inscription, which is as follows:—

“Presented A.D. 1837.

“To the Right Hon. Lord de Saumarez, by the Swedish Compensation Commissioners, in testimony of the important services rendered by his late father to the commercial interests of Great Britain during the time he commanded his Majesty's fleet in the Baltic, during the years 1810, 1811, 1812.”

The officers of the 77th Regiment have presented their late Quarter-Master, Mr. Powell, on his retirement, with a testimonial in plate of their respect and regard.

Mr. Powell entered the Regiment in 1787, and was made Quarter-Master in 1810; had he been of the money-making order of Quarter-Masters he might, after twenty-seven years' service in that capacity, have been rich, but Mr. Powell has remained comparatively poor; his rectitude was above temptation; and while he was a fighting man, his bravery was as conspicuous as his good sense and honourable conduct since he became a non-combatant.

Sir Archibald Campbell, who very soon after the 77th was formed, became its Adjutant, inquired immediately after he succeeded to the Regiment as Colonel, in 1835, if the only name he could recognize in the list of the officers "was honest John Powell?" The latter bears an honourable mark of the part he sustained in the presence of the enemy, having been wounded in the wrist, but he is still as hale and active as any man in England of his years. These circumstances having



been represented to Lord Hill, his Lordship very kindly brought the whole case under the notice of his late Majesty, the regulations not allowing Mr. Powell to retire on his full pay; the result has been, his being appointed, by his Majesty's gracious command, one of the Military Knights at Windsor, where we wish him a long enjoyment of his honourable retirement.

A valuable silver snuff-box has been recently presented to the surgeon of his Majesty's ship *Forte*, by the seamen and marines of that vessel, under circumstances which appear to be equally creditable to the character and feelings of all the parties concerned.

The following inscription is on the lid of the box :—

“ Presented to Edward Hilditch, Esq., surgeon,—by the seamen and marines of his Majesty's ship *Forte*, on her being paid off, April 12th, 1837, as a token of gratitude for his skilful treatment and unwearied attention to them when visited by yellow fever in the West Indies in 1835.”

We have at all times much satisfaction in recording tributes paid by their countrymen to officers who have conciliated the general goodwill in the zealous and unrelaxed discharge of their local duties. The departure of Colonel Arnold, of the Royal Engineers, from Dover, the garrison of which he had commanded for six years, lately afforded the inhabitants an opportunity of testifying to that excellent officer their mingled sentiments of respect and regret. We subjoin the correspondence which took place on an occasion so honourable to both parties. In addition to this testimonial, Colonel Arnold was entertained at a farewell public dinner, the Mayor in the chair, at which much enthusiasm prevailed. In consequence of the changes attending the late brevet, Colonel Arnold has been transferred to the chief command of his department in Ireland :—

“ New Sessions House, March 6, 1837.

“ Sir,—I have the honour, by the direction of the Bench of Magistrates for the borough of Dover to forward you the enclosed; and

“ I am, Sir, your very obedient servant,

“ M. KENNETT, Clerk to the Magistrates.

“ To Colonel Arnold, &c. &c. &c.”

“ The Mayor and Magistrates for the borough of Dover, in expressing to Colonel Arnold their unfeigned regret at his departure from this Garrison, take the opportunity to state, that during the period Colonel Arnold has had the command here, the Magistrates have on all occasions, experienced from him every civility and assistance that could be afforded them, and they feel that they should not be doing their duty towards him were they not to make this public expression of the sentiments which are entertained, not only by themselves, but by the town at large.

“ In conclusion, the Mayor and Magistrates beg to convey to Colonel Arnold their wishes that every happiness and prosperity may attend him through life, and that at some future period they may have the pleasure of again welcoming him in Dover.

“ New Sessions House, 6th March, 1837.”

“ 5, Marine Parade, 7th March, 1837.

“ Sir,—In acknowledging the honour of your obliging letter of yesterday, conveying to me the most gratifying expressions of regret of the Mayor

and Magistrates for the borough of Dover at my departure from this Garrison, and their satisfactory opinion of my conduct during the time I have had the good fortune to be stationed here, as also their kind wishes for my future happiness and welfare, which sentiments they further gratify me by considering those of the town at large, I request you will do me the favour to assure the Mayor and Magistrates that I most highly value, and duly appreciate so pleasing a mark of their kind feelings, which are truly reciprocal, and so honourable a testimonial of my public conduct.

"I shall always regard the six years I have passed in Dover as some of the happiest of my life. The hospitality I have experienced, and the kindness, attention, and respect I have received from all classes, have greatly attached me to a place which I shall quit with the most lively regret, and in the prosperity of which I shall ever feel the warmest interest; and it will truly gratify me if either the chances of the service, or my domestic arrangements, should, at some future period, enable me to revisit a spot endeared to me by so many pleasing recollections.

"I have the honour to remain, sir,

"Your faithful and humble servant,

"JAMES R. ARNOLD, Col. Royal Engineers."

Copy of Garrison Orders issued by Colonel Arnold, Royal Engineers, on his resigning the command at Dover.

"Garrison Orders, 8th March, 1837.

"Colonel Arnold being ordered to proceed to Ireland, the command of the garrison devolves on Lieut.-Colonel Thomson, Royal Engineers, who has been appointed by the Master-General of the Ordnance to relieve Colonel Arnold in the command of the Royal Engineer Department in the Dover district, and to whom all reports, &c. will be made, till further orders.

"In resigning a command which he has held with so much satisfaction to himself during the last six years, Colonel Arnold feels it a pleasing duty thus publicly to express his high sense of the exemplary and soldier-like conduct of those portions of the distinguished corps with whom he has recently had the honour and gratification of being associated in this garrison; and he is convinced it will always be as proud a reflection to them, and to the other gallant corps doing duty in Dover during that period, as it must be to himself, that the state of discipline of the garrison should have elicited the approbation of the great and illustrious Duke by whom those corps have been so often led to victory, and who has had such frequent opportunities of witnessing their regular and correct demeanour while quartered at Dover.

"Colonel Arnold takes leave of his fellow-soldiers with sincere regret; and he begs they will accept his heartfelt wishes for their continued honour, happiness, and prosperity.

"JAMES R. ARNOLD, Col. Royal Engineers."

Our last notice of the proceedings of the belligerents in Spain included the occupation of Hernani, &c., by the Anglo-Christinos, and the bold and skilful movement of the Infante Don Sebastian, with the main body of the Carlists, upon Aragon and the Ebro. The progress of the Prince, under the immediate eye of Don Carlos, who marches with his army, has been, since then, uninterruptedly successful, having crossed all the important rivers, including the Ebro, in the face of superior forces, and fought two pitched battles, at Huesca and Barbastro, with the Christinos, who were defeated, losing Irribarren, Leon, Colonel Conrad of the French Auxiliaries, and many of their best officers. Don Carlos, having effected his junction with Cabrera, and his other de-



tached chiefs in Aragon, Catalonia, and Valencia, and attended to the organization of his friends in those districts, and having provided for the protection of the Basque provinces and the security of his rear, now threatens Madrid from the side of Valencia.

The remnants of the Legion, having failed in obtaining justice, gratitude, or compensation, from the revolutionary Spanish Government, are making their way back to this country by whatever means chance or charity puts within their reach.

Colonel Evans has returned to England, with, apparently, little reason to be satisfied with the requital made by his Christino allies for the zealous services of the force under his command.

### GOOD CONDUCT WARRANT.\*

Dated 26th May, 1837.

WILLIAM R.—Whereas it has been represented to us that it would materially tend to the encouragement of good conduct in the Army if a reward, to be attained only by the well-conducted soldier, were substituted for the additional pay granted to soldiers who have completed certain periods of service; our will and pleasure is, that all corporals, trumpeters, drummers, fifiers, buglers, and private soldiers, enlisted or re-enlisted into our service on or after the 1st day of September, 1836, shall have no claim to additional pay after any period of service, but that a reward of additional pay for good conduct shall be granted to such soldiers under the following rules:—

1. Soldiers who shall have completed seven years' service shall be entitled to claim 1*d.* a-day, and to wear a distinguishing mark, provided their names shall not have been entered in the Regimental Defaulters' Book for at least two years immediately preceding such claim.

2. Soldiers who shall have completed fourteen years' service shall be entitled to claim a further reward of 1*d.* a-day, and to wear two distinguishing marks, provided they shall have been uninterruptedly in the enjoyment of the 1*d.* a-day for at least two years immediately preceding such further claim.

3. Soldiers who shall have completed twenty-one years' service shall be entitled to claim a further reward of 1*d.* a-day, and to wear three distinguishing marks, provided they shall have been uninterruptedly in the enjoyment of the 2*d.* a-day for two years immediately preceding their claim to the third penny.

4. Soldiers who shall have completed twenty-eight years' service shall be entitled to claim a further reward of 1*d.* a-day, and to wear four distinguishing marks, provided they shall have been uninterruptedly in the enjoyment of the 3*d.* a-day for two years immediately preceding their claim to the fourth penny.

5. Soldiers who by their good conduct shall have obtained one or more distinguishing marks shall be entitled to have the full rate of that good-conduct pay, of which they shall have been in uninterrupted possession for five years immediately preceding their discharge, added to the rate of pension, whether temporary or permanent, to which they may have a right under the provisions of our Warrant of the 7th February, 1833.

6. Soldiers who have been in the possession of some one or other of the rates of good-conduct pay for five years uninterruptedly, but who have only been in possession of either of the higher rates for some period not less than two years immediately preceding their discharge, shall be entitled, if discharged with two distinguishing marks, to an addition of 1½*d.*; if discharged with three distinguishing marks, to an addition of 2½*d.*; and if discharged with four distinguishing marks, to an addition of 3½*d.*, as an augmentation of the pension to which their services will entitle them.

7. Soldiers who shall have been in the uninterrupted possession of good-conduct pay for at least three years immediately preceding their discharge for disability, or by reduction, and who shall not have acquired claims to pension, or who shall be entitled only to temporary or conditional pensions, shall have their names registered at Chelsea Hospital; and, upon their attaining sixty years of age, shall receive, as a reward for their former good conduct, a pension of 4*d.* a-day if discharged with one distinguishing mark, and of 6*d.* a-day if discharged after having been twelve months in possession of two distinguishing marks; and this reward for former good

\* Revised—as we anticipated on the promulgation of the first warrant.—ED.



conduct shall also be extended to soldiers who may be permitted to obtain free discharge at their own request, as an indulgence, after certain periods of service, as described in the 11th Art. of this Warrant.

8. The service requisite to entitle men to the distinction and rewards granted by this Warrant may include former service in all ranks after the age of eighteen.

9. Men discharged on reduction, or for disability, and re-enlisting within three years after the date of their discharge, may reckon their former service, provided they shall declare such former service at the time of re-enlistment; but men purchasing their discharges, or receiving free discharges, shall not reckon former service.

10. The forfeiture of service now attaching to individuals in respect of additional pay, in consequence of the sentence of a Court-martial, or of conviction for desertion, will equally attach to them in respect of good-conduct pay.

11. Soldiers of good conduct, who may be permitted to purchase or to obtain free discharges at their own request, shall be allowed free discharges upon the following terms, instead of those prescribed by the Warrant of our late Royal Brother of the 14th November, 1829, and by our Warrant of the 7th February, 1833; but the conditions, limitations, and regulations, for granting discharges by indulgence, laid down in the said Warrants, shall, in the cases of all other soldiers, remain in full force:—

|   | Cavalry.  | Infantry. |
|---|---|-----------|
| Under 5 years' service  | £30   | £20       |
| After 5 years' service, and with 2 years' absence from the Defaulters' Book                   | 25  | 18        |
| After 7 years, with one distinguishing mark   | 20  | 15        |
| After 10 years' service, with one distinguishing mark   | 15  | 10        |
| After 12 do. do.  | 10  | 5         |
| After 14 do. do.  | 5   | Free.     |
| After 16 do. do.  | Free, with the right of registry for deferred pension of 4d. a-day. |           |
| After 16 years, with two distinguishing marks, having possessed the second at least 12 months | Free, with the right of registry for deferred pension of 6d. a-day. |           |

12. Soldiers enlisted since the 1st March, 1833, who are in the enjoyment of two or more distinguishing marks, and of the good-conduct pay, may obtain permanent pension as an indulgence, at the rate fixed in the Warrant of 7th February, 1833, two years earlier than other men who have not earned this distinction, and may further receive the same amount of good-conduct pay which would have been added to their ordinary pension, under the rules laid down in this Warrant, if they had been discharged as unfit for further service or by reduction.

13. As it is our will and pleasure that this reward shall be strictly an honourable distinction, to be conferred only upon the well-conducted soldier, the Commanding-officers of regiments are strictly enjoined to enter in the Regimental Defaulters' Book the name of every soldier who, in consequence of misconduct, shall have been subjected to any punishment beyond simple admonition; and the commission of every offence, which shall impose upon the Commanding-officer the necessity of recording the soldier's name in the Regimental Defaulters' Book shall render the man ineligible for this reward for two years from that date, and, if he be already in possession of this distinction, shall deprive him of his distinguishing mark and good-conduct pay for one year; and a second recorded offence within twelve months shall render two years of uninterrupted good conduct necessary to obtain a restoration of such reward.

14. The soldier having two or more distinguishing marks shall, in like manner, for the first, second, and third recorded offences, forfeit one distinguishing mark, and the good-conduct pay allowed with it, for one year for each offence; and if a fourth offence be recorded against him in the Regimental Defaulters' Book, within twelve months, he shall forfeit all claim in consequence of his previous good conduct, and shall only be entitled to obtain a restoration of his honourable distinctions by subsequently serving, with uninterrupted good conduct, for two years to obtain one distinguishing mark, for four years to obtain two distinguishing marks, for six years to obtain three distinguishing marks, and for eight years to obtain four distinguishing marks.

15. Any soldier who, by having been recorded in the Regimental Defaulters' Book, shall have been adjudged to have been guilty of an offence by which he is to forfeit the whole or a part of his reward for previous good conduct, shall, if he denies the commission of such offence, have the right of appeal to a Court-martial.

16. A soldier may, for a first offence of a serious nature, be adjudged, by the sentence of a Court-martial, to forfeit all or any part of the advantages he had derived from his previous good conduct, either absolutely or for a longer or shorter period, according to the circumstances which shall have appeared in evidence.

17. The distinction and the rewards granted by this Warrant do not extend to serjeants and other non-commissioned officers above the rank of corporal, and they will not be allowed, while serving, any addition to their established pay; but if permitted to purchase their discharges, or to obtain free discharges at their own request, they will be admitted to the benefits of Art. 11 of this Warrant; and if discharged to pension they may, for peculiarly good conduct, on the special recommendation of our General Commanding-in-Chief and by the consent of our Secretary-at-War, communicated to the Commissioners of Chelsea Hospital, be allowed additions of 1*d.*, 2*d.*, 3*d.*, or 4*d.* a-day to their pensions; provided that the aggregate pension shall in no case exceed, for a serjeant, 1*s.* 10*d.*, for a quartermaster-serjeant, 2*s.* 1*d.*, and for a serjeant major, 2*s.* 4*d.* a-day.

18. All soldiers now in our service, who enlisted since the 1st March, 1833, but before 1st September, 1836, shall have the option of relinquishing all right to the additional pay of 2*d.* a-day, to which they are now entitled after the completion of fourteen years' infantry, or of seventeen years' cavalry service, and shall then be entitled, by their good conduct, to claim the 1*d.* a-day after seven years' service, and shall be, in all respects, entitled to all the advantages both of good-conduct pay while serving, of pension on discharge, and of deferred pension, which are heretofore granted to soldiers enlisted on or after 1st September, 1836.

19. All soldiers now serving, who enlisted on or before the 1st March, 1833, shall, by relinquishing their right to additional pay for length of service, be entitled to claim all the advantages of good-conduct pay while serving which are hereby granted; but as the Warrants which were in force at the time of their original enlistment give them a right to higher rates of pension on discharge than those which are to be granted to men enlisted after the 1st March, 1833, they will not be entitled to have their good-conduct pay added to their pensions on discharge.

20. In special cases, however, of men enlisted on or before the 1st March, 1833, who, by their good conduct, have obtained one or more distinguishing marks, and who, after short service, may be discharged for disabilities, or by reduction, either without pension or with temporary, or conditional, or permanent pensions, (not exceeding those granted for similar disabilities and services under our Warrant of the 7th February, 1833,) the good-conduct pay may, by the consent of our Secretary-at-War, be added to their pensions; and such men, if not placed upon permanent pensions, may be registered at Chelsea for the deferred pension, under the same rules as the men enlisted after the 1st March, 1833.

21. All soldiers now serving, who enlisted on or before the 1st of September, 1836, and who have completed twenty-eight years' service, may, on relinquishing their right to additional pay, receive 4*d.* a-day good-conduct pay, provided their names shall not have been entered in the Regimental Defaulters' Book for at least eight years immediately preceding the exchange.

22. Soldiers who have completed twenty-one years' service may, on relinquishing their right to additional pay, receive 3*d.* per diem good-conduct pay, provided their names shall not have been entered in the Regimental Defaulters' Book for at least six years immediately preceding the exchange.

23. Soldiers of less than twenty-one years' service, already in the receipt of additional pay at 2*d.* a-day, for length of service, may, on relinquishing their right to additional pay, continue to receive the same amount, as good-conduct pay, provided their names shall not have been entered in the Regimental Defaulters' Book for at least four years immediately preceding the exchange.

24. Soldiers who are already in the receipt of additional pay of 1*d.* a-day, for length of service, may, on relinquishing their right to additional pay, continue to receive the same amount, as good-conduct pay, provided their names shall not have been entered in the Regimental Defaulters' Book for at least two years immediately preceding the exchange.

25. Soldiers not yet in the receipt of additional pay for length of service may, by relinquishing their right to the same, receive good-conduct pay, on completing the



respective periods of seven, fourteen, twenty-one, and twenty-eight years, provided their names shall not have been entered in the Regimental Defaulters' Book—in the first case, for at least *two* years; in the second case, for at least *four* years; in the third case, for at least *six* years; and, in the fourth case, for at least *eight* years, immediately preceding.

26. Soldiers who were present at the Battle of Waterloo shall be allowed to reckon two years in addition to their actual service, and those who were enlisted before the 1st December, 1829, shall be allowed to reckon three years for two of actual service, after the age of eighteen, in the East and West Indies (in other than West India Regiments).

27. Soldiers enlisted before the 1st September, 1826, shall be entitled to distinguishing marks, whether they accept or not the option of relinquishing additional pay for good-conduct pay; and they shall be entitled to the same addition to their pensions for the number of distinguishing marks they may severally possess at the period of their discharge, as is allowed to men in receipt of good-conduct pay.

Given at Our Court, at Windsor, this 26th day of May, 1837, in the Seventh Year of Our Reign.

By His Majesty's Command,

HOWICK.

The following are the arrangements consequent on the new measure for the benefit of the Royal Marine corps—a measure which, we have reason to believe, has fallen short of the expectations of those for whose special relief it was intended. The promotion of Subalterns does not, it is considered by the parties, go far enough, and the Captains, who confidently expected that their pay would be made up from 10s. 6d. to 11s. 7d. per diem, have as yet heard nothing on the subject.

Lieutenant-Colonel George Lewis to be Colonel-Commandant at the Portsmouth Division, vice H. P. Lewis, retired; Lieutenant-Colonel Elias Lawrence to be Colonel-Commandant at Chatham, vice Tremenheere, retired; Lieutenant-Colonel Hornby to be Colonel-Commandant at Plymouth, vice Abernethy, retired; Lieutenant-Colonel Adair to be Colonel and Second-Commandant at Plymouth; Lieutenant-Colonel Bevians to be Colonel and Second-Commandant at Portsmouth; Lieutenant-Colonel W. Connolly to be Colonel and Second-Commandant at Chatham; Major Aslatt to be Lieutenant-Colonel at Portsmouth; Major Sir J. Lee and Major E. L. Mercer to be Lieutenant-Colonels at Chatham.

The following Captains and Brevet-Majors to be effective Lieutenant-Colonels:—M. Walker, at Portsmouth; John McCullum, Plymouth; Charles Menzies, K.H. (R.M.A.), Portsmouth; A. J. Murton and W. Fergusson, Woolwich.

The eighteen senior First-Lieutenants, commencing with R. W. Pascoe, and ending with Hugh Evans, to the rank of Captains; the thirty-four senior Second-Lieutenants, commencing with John Hawkins Gascoyne, and ending with Joseph Oates Travers, to the rank of First-Lieutenants.

Lieutenant Henry Bennett to be Quartermaster, and Lieutenant William Wood to be Adjutant, at the Woolwich Division; Lieutenant Charles Miller to be Quartermaster, and Lieutenant Thomas Stevens to be Adjutant, at Portsmouth Division, vice McKeller, to Plymouth.

The following officers have been placed on the Retired List:—Sir J. B. Savage, Deputy Adjutant-General; Colonels Thomas Abernethy, Walter Tremenheere, H. P. Lewis, Commandants; Lieutenant-Colonels Wolrige and George Marshal; Captain and Brevet-Majors J. H. Harrison and Julius Fleming; Captains A. Campbell, W. H. Strangways, R. Kellow, John Hay, John Wilson, H. Moore, G. T. Welchman, Robert Webb, Thomas Quested, J. Hewett, W. B. Cock, G. B. Pepyat, R. Brown, J. J. C. Rivers, Jervis Cooke, W. Davis, J. J. Cracknell, James Thomson, H. James, and John Blutton.



Five retirements of Captains have been reserved for officers on foreign service.

In addition to this special list of retirements, the permanent Retired List is to be as follows:—Colonels-Commandant, 8; Colonels Abernethie, Tremenheere, and Lewis, to be placed on this List. Colonels Second-Commandants, 2. Lieutenant-Colonels, 4. Captains, 25.

The rank of Major being abolished, the present Retired List of that rank will, of course, expire with its members. Major-General Sir J. Savage will be placed on the Unattached List, but his pay to be made equal to that of the retiring Commandants.

The pay, in future, of Colonels-Commandant, whether serving or retired, to be 1*l*. 18*s*. 6*d*. per diem.

The following order has just been issued for the regulation of the terms of service, with a view to retirement on pension in the case of private Marines. It will be seen that the prospects of those who may enter that corps from the present date will be much more limited in this respect than hitherto:—

B. O.

Royal Marine Office, 22nd July, 1837.

The Lords' Commissioners of the Admiralty have this day enclosed to the Deputy Adjutant-General a copy of an Order in Council, dated 12th July, 1837, which provides that no Marine who shall enter the Service after the 26th June, 1837, shall be allowed a pension for length of service, except with reference to the time of his service at sea or abroad; that twenty-one years' service (reckoning from the age of twenty) at sea or on foreign service shall entitle him, as it does a seaman, to his discharge and pension; and two years' service on shore in England shall be allowed to reckon as one year served afloat for this purpose; but that no Marine shall be entitled to such pension who shall not have served ten years actually at sea, or on foreign service.

The Commandants of the respective Royal Marine Divisions will therefore make known the above regulation to all whom it may concern.

By command,

(Signed)

J. WILSON,

The Commandants of Royal Marines

A. A. General.

WE supply an unavoidable omission from our Number of last month by the following account of the Siege Operations carried on by the Garrison of Chatham, under Colonel Warre, in concert with the Royal Engineers, under Colonel Pasley, on the 15th June:—

The garrison of Chatham, consisting of detachments of the Royal Artillery and Royal Sappers and Miners, the 51st Light Infantry, the Royal Marines, the Depôts of the 27th and 69th Regiments, and the Provisional Battalion, were inspected by the General Commanding-in-Chief, on the 15th June, and the troops were afterwards posted in the trenches and works which had been executed for the instruction of the officers and men at the Royal Engineer Establishment; for the purpose of carrying into effect the highly interesting operations of a siege, detailed in the following memorandum which was issued on the occasion, and which will explain the nature of what was proposed:—

1. A front of fortification will be attacked, consisting of a bastion on the right, with a sort of covert-way attached to it, and an advanced redoubt on the left, with a line of communication between them, resembling a curtain. The Provisional Battalion and the depôt of the 27th Regiment, and the Royal Artillery, as defenders, will occupy these works, and a retired redoubt in rear of them.

2. The besiegers' works will consist of batteries, parallels, approaches,

and advanced lodgments. The 51st Regiment will occupy the right of the trenches. The Royal Marines, supported by a party of the same Regiment, will occupy the left, where they will protect the execution of a single and double sap. The Artillery of the Hon. East India Company will man the batteries.

3. After the fire of cannon and musketry, the defenders will make a sortie, and drive the besiegers from their advanced lodgments and saps, who, being reinforced from the first parallel, will repulse the sortie.

4. The engineers will fire a couple of conjunct mines to breach the advanced redoubt, which will immediately be stormed by a company of the 51st Regiment, followed by a party of Sappers and Miners with tools and gabions, who will establish a lodgment on the summit of the breach.

5. The Royal Marines will then assault the bastion by escalade, and drive the defenders to their retrenchment at the gorge.

6. The Royal Marines will attack the covert-way after the escalading party shall have established themselves in the bastion above it.

7. The storming party of the 51st occupying the breach, and the Royal Marines holding the bastion, will make a parallel movement with the assault of the covert-way, and force the retrenchments held by the defenders, which positions, from outflanking the communication, will cause it to be evacuated.

8. A party of Sappers will convert the parapet of the communication into a lodgment, by the flying sap, preparatory to the attack of the retired redoubt, which will then capitulate.

The troops being posted according to the detail given in Nos. 1 and 2 of the memorandum, Lord Hill, attended by Lord Fitzroy Somerset, Sir John Macdonald, Colonel Warre, the commandant, Colonel Pasley, and a numerous Staff, came on the ground, and Sir Hussey Vivian, the Master-General of the Ordnance, arriving shortly afterwards, the operations commenced by a general firing of all arms from the advanced parallels, lodgments, and batteries, on the part of the assailants, and from the works of the defenders in their front.

The first movement observable was a sortie from the bastion and redoubt occupied by the besieged, directed against the advanced lodgments and saps of the assailants. The double sap on the left was defended with much effect by the Royal Marines; and the 51st disputed their ground equally well against the spirited attack made upon them. A momentary possession of the advanced trenches was thus gained. Both parties were accompanied by Sappers, who destroyed everything they could lay hands on whilst they were in possession.

The sorties were attacked in return by a reinforcement of fresh troops from the rear, and repulsed; after which, the dispositions for storming the work and supporting the attack having been made, the signal was given for springing the mine. The portfire was applied, and the assembled multitude watched the redoubt, which had been devoted to destruction, with breathless anxiety. It occupied the summit of a steep slope, with its flag proudly flying, and its parapets apparently occupied in force; for, though the real defenders had been withdrawn for the moment, yet "men of straw" had been substituted for them, and the illusion was perfect. In a few seconds after igniting the hose at the entrance of the gallery the whole face of the redoubt appeared to heave; numerous fissures then appeared, and in an instant the whole burst upwards in dust and smoke, with here and there a gabion, a fascine, or the figure of a man high up in the air, forming altogether a magnificent display of the terrible effects which may be expected to follow the scientific application of the art of mining in the reduction of works.

The confusion had scarcely subsided when the breach was filled with the defenders again, and a storming party of the 51st, which had been



previously formed in the parallel in front, moved steadily over the parapet and marched rapidly to the assault, closely followed by a party of Sappers carrying gabions. A very spirited contest was maintained for a short time, which ended in the breach being taken possession of, and its being quickly converted into a defensible lodgment.

The redoubt being thus gained, the approach to the bastion on the left was less exposed, and a strong escalading party of the Royal Marines advanced over the parallel, which had previously afforded them cover, and, applying their ladders to the face of the work, they rushed up, and soon gained the lofty summit of the bastion. The works on both flanks of the besieged being thus in possession of the assailants, an attack was directed on the curtain in the centre, which was executed by the 51st, supported by the Royal Marines, in a very service-like style. A forward movement was likewise made on each flank, and, the defences being turned by it, all opposition was overcome, the defenders retreating into a retired redoubt, which formed their citadel. A party of Sappers then converted the curtain into a musketry parapet by the flying sap, which last operation was executed with a celerity which showed their efficiency for the execution of such an arduous duty.

The day was fortunately very fine, and the operations could not have been less gratifying to the immense concourse of spectators assembled to witness them than they were instructive to the troops engaged in executing them; conveying, as they did, a very just idea of real service to those who wanted experience, and recalling the glories of former days to those veterans in the field who were either looking on or directing them.

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In conformity with our intention to insert, from time to time, documents and suggestions connected with the objects and progress of the *United Service Museum*, we offer the following observations by Lieut. Grey, of the 83rd Regt., who, with Lieut. Lushington, of the 9th Regt., has just proceeded on an exploratory expedition to New South Wales.

No institution of a similar nature ever possessed such extraordinary advantages as the *United Service Museum*. Its members are scattered over all the habitable parts of the globe: they have generally a considerable portion of time at their disposal, and amongst them there are many who are not only fond of science, but are moreover fully qualified by education to become most accurate observers of natural phenomena, or most assiduous collectors for museums. Yet at present one cannot but remark how rarely these qualities are roused into vigorous exertion, and how many an individual who would gladly collect facts which he was assured would be of immediate utility, now wastes his time in utter idleness, or in pursuits which, having no direct object in view, are seldom followed up with sufficient energy and perseverance to lead to valuable results. I cannot but conceive the cause of this to be the ignorance of these individuals as to the actual state of science, and their consequent uncertainty as to what are those subjects to which they could with the greatest advantage direct their attention.

This cause operates against the interests of science in two ways—in the first place it altogether deters many from making any attempt either to record facts or to collect specimens; in the second place, the probability is that those who do make any attempts of this nature either pay attention to facts which, from a variety of causes, are of little or no value, or collect specimens with which the shelves of our museums are already loaded. I would, therefore, propose that, in order to remedy these defects, a pamphlet should be drawn up and published of the following nature:

1st. In it a chapter should be devoted to each particular branch of science, in which should be stated the observations which it is most desirable should be made in that particular branch, as also the most simple and truly practical method of making these observations.



2nd. A concise description should be given of the method of preserving specimens in natural history, and also a list of specimens in each country which it is desirable should be procured and forwarded to this.

3rd. A series of questions upon the geography and statistics of all our colonies should be proposed, and answers to these requested.

With regard to the first of these heads, there never was a period in which persons unacquainted with the theoretical, but fond of the practical, parts of science had so fine a field open to them; as an instance of this I may mention a series of tide observations, which might be made without any instruments, and yet, if conducted on proper principles, would at the present moment be of the utmost value.

There are also other physical questions which now engross much of the attention of the learned, such as the relation that exists between the velocity of the waves and the depth of the sea at any given point; or again, what changes are now taking place between the relative levels of the land and sea at different places.

Observations on subjects of this nature are easily made; and as this would be done on such a grand and extensive scale, the most satisfactory and conclusive evidence would undoubtedly be obtained. It is evident that each branch of science offers many phenomena worthy of careful observation, and that from the diversity of the subjects there would probably be something found which would suit the taste of each particular individual.

There is one other point of great importance which would by this means be also gained, and which is worth adverting to. The great evil under which all scientific societies have hitherto laboured is the difficulty they have found in procuring a regular series of simultaneous observations on any subject. For instance—magnetic observations have now been made in most parts of the world, but these observations have in most cases been separated from one another by long intervals of time; they have been made with different and uncomparated instruments, by persons actuated by no common object, and who, not being in direct communication with one another, were frequently unaware which were the points most deserving of attention at that particular time; hence it is generally admitted that a series of observations made on certain days, and at the same moment of time, at a variety of stations in each quarter of the world, would have done more to advance the interests of this branch of science than the ill-directed though zealous labour of years has been able to accomplish.

Now it is evident that the publication of a pamphlet of the nature proposed above would have the effect of putting a great number of observers in all our colonies in communication with the Secretary of the Museum, and from amongst these persons might be selected to make simultaneous observations, at certain fixed periods, of such a nature as might be desirable. A point which has, up to the present moment, been one of the greatest desiderata in science would thus be gained; and not only would the interests of the Museum and Library be advanced, but a lasting benefit conferred upon the whole scientific world.

#### UNITED SERVICE MUSEUM,

MIDDLE SCOTLAND YARD (4117 MEMBERS).

RECENT DONATIONS (1st June, 1837.)

#### LIBRARY.—BOOKS.

ASTRONOMICAL SOCIETY.—Memoirs of the Royal Astronomical Society; vol. 9th.

Baily, Francis, Esq.—Supplement to Account of Flamsteed.

British Museum, Trustees of the.—List of Additions made to the Collections during the year 1834.

Callcott, Mrs. (the Authoress).—Description of the Chapel of the Annunziata dell' Arena, or Giotto's Chapel in Padua; 4to. London, 1835.

Crocker, Lieut. H., R.N.—The Sailing Directions and Fighting Instructions for the Royal Navy; 12mo. 1697.

Dance, Colonel Sir Charles, K.H.—A Letter on the Application of Steam Power to Civil and Military Purposes; 8vo. 1837.

Drummond, Charles, Esq.—*Traité sur la Cavalerie*, par M. le Comte Drummond de Melfont; folio, Paris 1776, with vol. of Plates.—(From the Library of H.R.H. the late Duke of York.)

Duncan, P. B. Esq., Curator of the Ashmolean Museum.—*A Catalogue of the Ashmolean Museum*, 8vo. Oxford, 1836.

Fox, C. R., Colonel.—*Indications of Spring*, by Robt. Marsham, 1789.

Glascock, W. N., Capt. R.N.—*The Naval Service, or Officers' Manual*; 2 vols. 8vo. 1836.

Hamilton, Sir Edw., Bart., Rear-Admiral.—*Παππου Αλεξανδρου στρειων ιχηματων συγκρισις*. Edited by H. J. Euenmann; folio. Paris, 1824.

Hobhouse, H., The Right Hon.—*Report on the Events which produced the Union of England and Scotland*, with Appendix. 1799. *Report on the Internal Defence of these Kingdoms when Spain projected the Invasion by the Armada*. *Reports on the Arrangements which have been adopted on former occasions, when France threatened the Invasion of Great Britain and Ireland*. 1798.

Ireland, H. E. the Lord Lieutenant of.—*Ordnance Townland Survey of the Counties of Cavan and Meath*.

Kempe, A. J., Esq., F.S.A. (the Author).—*Historical Notice of the Church of St. Martin le Grand*; 8vo. London, 1825. *The Losely Manuscripts, and other Rare Documents*; 8vo. London, 1836.

Layard, H. L., Esq., late Capt. 97th Foot.—*Harris's History of the Lives and Writings of James I., Charles I., and the Lives of Oliver Cromwell and Charles II.*; 5 vols. London, 1814.

Malcolmson, J. G., Esq., (the Author).—*A Letter on the Effects of Solitary Confinement on the Health of Soldiers in Warm Climates*; Pamphlet.

Murray, John, Esq., Albemarle Street.—*Captain Parry's First and Second Voyages for the Discovery of a North West Passage*; 4to. *Captain Parry's Narrative of an Attempt to reach the North Pole*; 4to. 1828. *Sir John Franklin's Narratives of Two Journeys to the Shores of the Polar Sea*; 2 vols. 4to. *Fauna Boreali Americana*, by Dr. Richardson; 2 vols. 4to. 1829. *Captain Back's Arctic Land Expedition in the years 1833-34-35*; 4to. 1836. *Lord Byron's Voyage to the Sandwich Islands in H. M. S. Blonde*; 4to. 1836. *Brooke's Winter in Lapland and Sweden*; 4to. 1827. *Denham and Clapperton's Travels in North and Central Africa*; 4to. 1826. *Captain Clapperton's Second Expedition into the Interior of Africa*; 4to. 1829. *Southey's Life of Nelson*, 2 vols. 12mo. 1825. *Gleig's Campaigns at Washington and New Orleans*; 8vo. 1836. *Life of Sir John Moore*; 2 vols. 8vo. 1834. *Life of Lord Clive*, by Sir John Malcolm; 3 vols. 8vo. 1836. *Hooker's Botanical Miscellany*; 3 vols. 8vo. 1830. *Journal of a Naturalist*. *Jesse's Gleanings in Natural History*; 3 vols. 1835. *Sir Humphry Davy's Salmonia, or Days of Fly Fishing*.

Nixon, H. S., Commander R.N.—*L'Ancienne Athènes; ou la Description d'Athènes et de ses Euvions*, par M. S. Pittakys, Athenica; 8vo. Athens, 1835.

Norton, J., Esq., late Capt. 34th Foot (the Author).—*Lectures on Projectiles*, delivered at the U. S. Museum; Pamphlet. 1837.

Page, B. W., Vice-Admiral.—*Sea Officers' Lists for 1809-11-16-31*. *Statutes relating to the Admiralty*. *Volume of Naval Tracts and Pamphlets*. *Captain Broughton's Voyage of Discovery to the North Pacific Ocean*; 4to. 1804. *Treaties between Great Britain and other Kingdoms, relating to the conduct of the Commanders of H. M. Ships of War*; 4to. 1792. *Historical Account of Greenwich Hospital*, 4to. 1789. *Dennis Systematic Plan for the Merchant Service*; 8vo. 1822. *Naval Evolutions*, by Sir Howard Douglas; 8vo. 1832. *Naval Researches*, by Captain White.

*Purchased*.—*The Bridgewater Treatises*. *Duke of Wellington's Despatches*, by Colonel Guiswood, 8 vols. *Marquess Wellesley's Despatches*; 3 vols. *M'Culloch's Dictionary of Commerce*. *M'Culloch's Statistical Account of the United Kingdom*. *Whewell's History of the Inductive Sciences*. *Britannia, or the Claims of Sailors*. *Philip's Mineralogy*.

*Records*, The Commissioners of Public.—64 Volumes (folio) of the Public Records.

*Royal Society of London*—*Philosophical Transactions for 1836*.

Simmons, T. J., Capt. R.A. (the Author).—*Ideas as to the effect of Heavy Ordnance directed against, and applied by, Ships of War*; 8vo. 1837.

Sparks, J. P., Capt. 38th Regiment.—*Rocca's Memoirs of the War of the French in Spain*, translated by Maria Graham, 1816. *Traité de Mécanique Céleste*, par M. la Place, 4 vols. Paris, An. VII. *Greenough's First Principles of Geology*; 8vo., 1819. *Philip's Introduction to Mineralogy*, 1816. *Kirwan's Geological Essays*, 1799. *Jameson's Manual of Mineralogy*, 1821. *Miller's Natural History of the Mineral Kingdom*, 1810.

Sykes, W. H., Lt.-Col. Bomb. Army, F.R.S., &c. (the Author).—*On the Increase of Wealth and Expenditure in the United Kingdom*; 4to., 1837. *On the Land Tenures of Duklum*.

Turner, Sharon, Esq. (the Author).—*Sacred History of the World*, vol. iii; 8vo. 1837.

Turner, Wm., Lt.-Gen. Unatt.—*The Siege of Breda achieved by the conduct of Ambrose Spinola*, translated by Genat Barry, 1627.

Wall, Robt., Lieut. R.N.—*Professor Faraday's Lecture on the Dry Rot*. *Dr. Birkbeck's Lecture on Kyan's Patent*, and other Pamphlets on the same subject.

Yates, James, Esq., M.A., T.L., and G.S.—*Remarks on "Paläographische Studien über phönizische und punische Schrift," by W. Gesenius*.

#### MAPS, PLANS, CHARTS, ENGRAVINGS, &c.

Beaufort, F., Capt. R.N., F.R.S., &c., Hydr. Adm.—*Charts published by the Admiralty during the Year 1836*.

Huggins, W. J., Esq., Marine Painter to the King.—*Engraving of the Steam Ship Thetia, passing the rock of Gibraltar*.

Newenham, W. P., Lieut. R.N.—*A Dutch Drawing in India Inland Van Tromp's Action*, 8 feet by 1½ foot.

Pottinger, Wm., Capt. 6th Foot.—*A Map of Sindh, from Surveys made in 1832 by the Donor*.

Thorpe, Samuel, Major Unatt., K. H.—*Twelve sheet Maps, by Covens and Mortier, of Amsterdam, containing the seat of War round Antwerp, Ghent, Roermond, &c. &c.* *Map of the Theatre of War in Bavaria, Austria, and Tyrol*. Nos. 1 and 2 of Covens and Mortier's *Map of the Confederate Provinces*. A series of Maps and Plans of the Campaign of 1746.

Turner, The Rev. Chas., F.R.A.S. and F.S.A., of Wendover, Bucks.—*A full-length Portrait of Sir Isaac Newton*, lithographed from the original Drawing in the possession of the Rev. Chas. Turner.

## THE ROYAL YACHT SQUADRON.

The Royal Yacht Squadron Regatta will commence on Monday the 14th of August, for a cup, value 50*l.*, to be sailed for by yachts of 115 tons and upwards.—On Wednesday the 16th of August, for a cup, value 50*l.*, by yachts from 50 and under 70 tons.—Her Majesty's Cup, value 100 guineas, on Monday the 21st of August, by yachts from 40 and under 45 tons.—On Wednesday the 23rd of August, for a cup, value 50*l.*, by yachts from 70 and under 90 tons.—On Saturday the 26th August, for a cup, value 50*l.*, yachts from 45 and under 55 tons.

## LIST OF THE SQUADRON CORRECTED TO THE 25TH JULY, 1837.

A Union Jack, with white border hoisted over or between Numeral Flags refers to the Yachts' Numbers—under them expresses the names of the Honorary Members.

The Jack between the numeral flags from 1 to 99 denotes the names under 100, and the Jack above the numeral flags denotes the names whose numbers are above 100, and for this purpose only the Jack itself, when hoisted above the numeral flags, will count 100—thus, if No. 100 be required, hoist Jack above, Cipher next, and first Substitute under. If No. 101, hoist Jack above, Cipher next, and No. 1 under. If No. 110, Jack above, No. 1 in the middle, and Cipher under, &c.

The Flag Blue pierced White, hoisted under a signal, shows that it refers to the Navy List in the Signal Book.

The Navy demand to show Numbers. A Union Jack over a Pendant quartered Red and White.

*Commodore*—The Right Honourable the Earl of Yarborough.

*Vice-Commodore*—The Right Honourable the Earl of Belfast, M.P.

| Private<br>No | Name.                                       | JACK BETWEEN.     |          | Tonnage.   |     | Port.       |
|---------------|---|-------------------|----------|--|-----|-------------|
|               |   | Vessel            | Class.   | Old.   | New |             |
| 1             | ANGRESEY, Marquis of                        | Pearl             | cutter   | 130  |     | Southton    |
| 2             | Ashbrooke, Viscount                         |                   |          |  |     |             |
| 3             | Belmore, Earl of                            |                   |          |  |     |             |
| 4             | Challen, Stephen, Esq.                      | Norna             | schooner | 46   |     | Dartmouth   |
| 5             | Curtis, Sir William, Bart.                  | Phantom           | cutter   | 56   |     | Ramsgate    |
| 6             | Coventry, Earl of                           | Aniel             | cutter   | 71   |     | Cowes       |
| 7             | De Grey, Earl                               | Nautilus          | cutter   | 103  |     | Cowes       |
| 8             | Gulston, Joseph, Esq.                       | Nelson            | cutter   | 93   |     | London      |
| 9             | Halifax, Thomas, Esq.                       |                   |          |  |     |             |
| 10            | Hamond, Rear-Admiral Sir G. E., Bt., K.C.B. |                   |          |  |     |             |
| 11            | Hare, Hon. William H.                       | Ann               | cutter   | 42   |     | Southampton |
| 12            | Lindgren, John, Esq.                        | Vampire           | cutter   | 49   |     | Portsmouth  |
| 13            | Admiralty, First Lord of Admiralty          | Yacht             | cutter   |  |     | London      |
| 14            | Paget, Right Hon. Sir Arthur                |                   |          |  |     |             |
| 15            | Yarborough, The Earl of (Com.)              | Kestrel           | cutter   | 156  | 97  | Cowes       |
| 16            | Puleston, Sir Richard, Bart.                |                   |          |  |     |             |
| 17            | Shedden, Colonel                            | Merlin            | schooner | 101  | 64  | Southton    |
| 18            | Thomond, Marquis of                         | Charlotte         | cutter   | 66   |     | Cork        |
| 19            | Weld, Joseph, Esq.                          | Alarm             | cutter   | 193  |     | Southton    |
| 20            | Weld, James, Esq.                           | Lord of the Isles | cutter   | 45   |     | Southton    |
| 21            | Fleming, John, Esq., M.P.                   | Elizabeth         | cutter   | 68   |     | Southton    |
| 22            | Perkins, Henry, Esq.                        |                   |          |  |     |             |
| 23            | Williams, T. P., Esq., M.P.                 | Hussar            | schooner | 120  |     | Beaumaris   |
|               |   | Gazelle           | cutter   | 87   |     | Beaumaris   |
| 24            | Maxse, James, Esq.                          |                   |          |  |     |             |
| 25            | Powell, J. P., Esq.                         |                   |          |  |     |             |
| 26            | Willoughby de Broke, Lord                   |                   |          |  |     |             |
| 27            | White, Hon. W. H.                           |                   |          |  |     |             |
| 28            | Saunders, William H., Esq.                  |                   |          |  |     |             |
| 29            | Norfolk, Duke of, K.G.                      | Arundel           | cutter   | <div>210<br/>Register<br/>and 193<br/>Displace-<br/>ment</div> |     | Arundel     |



| Private<br>No. | Name.                                   | Vessel.          | Class.   | Tonnage. |      | Port.      |
|----------------|---|------------------|----------|----------|------|------------|
|                |   |                  |          | Old.     | New. |            |
| 30             | Talbot, C. R. M., Esq., M.P.            | Galatea          | schooner | 190      |      | Southton   |
| 31             | Wyndham, Capt. G., R.N.                 | Janette          | schooner | 141      | 81   | Shoreham   |
| 32             | Herringham, Capt. W. A., R.N.           |                  |          |          |      |            |
| 33             | Aller, Thomas, Esq.                     | Erin             | schooner | 94       |      | Lynn       |
| 34             | Reynolds, J., Esq.                      |                  |          |          |      | h          |
| 35             | Seale, Colonel, M.P.                    |                  |          |          |      |            |
| 36             | Belfast, Earl of (Vice-Commodore), M.P. |                  |          |          |      |            |
| 37             | Corbet, Andrew W., Esq.                 | Hebe             | cutter   | 68       |      | Cowes      |
| 38             | Orkney, Earl of                         | Jack O'Lantern   | schooner | 140      |      | London     |
| 39             | Fullerton, George A., Esq.              |                  |          |          |      |            |
| 40             | George, Rev. Denis                      | Wave             | cutter   | 54       |      | Southton   |
| 41             | Greville, Capt., Hon. R. F.             |                  |          |          |      |            |
| 42             | Symonds, J. L., Esq.                    | Emerald          | cutter   | 58       |      | Cowes      |
| 43             | Durham, Earl of                         | Louisa           | cutter   | 162      |      | Cowes      |
| 45             | Rivers, Sir Henry, Bart.                | St Vincent       | cutter   | 41       |      | Southton   |
| 46             | Ilchester, Earl of                      | Petrel           | cutter   | 98       |      | Southton   |
| 47             | Garland, Captain J. G., R.N.            |                  |          |          |      |            |
| 48             | Thorold, Henry, Esq.                    |                  |          |          |      |            |
| 49             | Johnstone, Major-General                | Mary             | cutter   | 62       |      | Southton   |
| 50             | Portland, Duke of                       | Clown            | ketch    | 156      |      | Troon      |
| 51             | Lyon, James, Esq.                       | Breeze           | cutter   | 55       | 37   | Portsmouth |
| 52             | Moore, John, Esq.                       | Rein Deer        | cutter   | 107      | 68   | Cowes      |
| 53             | Murray, Alexander, Esq.                 | Miranda          | cutter   | 164      |      | London     |
| 54             | Byrne, Edward H., Esq.                  |                  |          |          |      |            |
| 55             | Heneage, G. W., Esq.                    | Harriet          | cutter   | 67       |      | Southton   |
| 56             | Wilson, Sir Thomas M., Bart.            | Siren            | cutter   | 45       |      | London     |
| 57             | Garth, Capt. Thomas, R.N.               |                  |          |          |      |            |
| 58             | Markham, Colonel William                | Antelope         | cutter   | 90       |      | Rochester  |
| 59             | Gower, John L., Esq.                    |                  |          |          |      |            |
| 60             | Light, Colonel                          |                  |          |          |      |            |
| 61             | Gibson, Thomas, Esq.                    |                  |          |          |      |            |
| 62             | Murray, J. D., Esq.                     |                  |          |          |      |            |
| 63             | Maxwell, Sir William, Bart.             |                  |          |          |      |            |
| 64             | Woolmore, Sir John, Knt.                | Trinity Yacht    | cutter   | 141      |      | London     |
| 65             | Kingscote, Colonel Robert               | Nettle           | cutter   | 57       |      | Bristol    |
| 66             | Saunderson, James, Esq.                 |                  |          |          |      |            |
| 67             | Clonbrock, Lord                         | Therese          | cutter   | 121      |      | Cowes      |
| 68             | Kean, Capt. James, R.N.                 | Turk             | cutter   | 41       |      | Southton   |
| 69             | Ruding, Clement, Esq.                   |                  |          |          |      |            |
| 70             | Brett, Charles, Esq.                    |                  |          |          |      |            |
| 71             | Pratt, Charles, Esq.                    | Psyche           | cutter   | 60       |      | Southton   |
| 72             | Gell, Philip, Esq.                      | Albatross        | cutter   | 75       |      | Cowes      |
| 73             | Meiklam, James, Esq.                    | Fanny            | cutter   | 75       |      | Cowes      |
| 74             | Day, Richard, Esq.                      |                  |          |          |      |            |
| 75             | Fleetwood, P. H., Esq., M.P.            |                  |          |          |      |            |
| 76             | Buccleuch, Duke of, K.G.                | Flower of Yarrow | cutter   | 145      |      | Leith      |
| 77             | Call, George C., Esq.                   | Hind             | yawl     | 21       |      | Plymouth   |
| 78             | Pakington, J. S., Esq.                  | Gangway          | cutter   | 69       |      | Cowes      |
| 79             | Scott, Lord John, M.P.                  | Lutra            | cutter   | 81       |      | Cowes      |
| 80             | DeLafield, William, Esq.                | Amazon           | cutter   | 75       |      | Cowes      |
| 81             | Latham, William, Esq.                   |                  |          |          |      |            |
| 82             | Hornby, William, Esq.                   | Forest Fly       | cutter   | 31       |      | Southton   |
| 83             | Corry, Capt. A. L., R.N.                |                  |          |          |      |            |
| 84             | Parker, Sir Hyde, Bart.                 | Turquoise        | cutter   | 77       |      | Cowes      |
| 85             | Greg, Thomas, Esq.                      |                  |          |          |      |            |
| 86             | Greville, Algernon, Esq.                | Spider           | cutter   | 35       |      | London     |
| 87             | Kennedy, John, Esq.                     | Water Witch      | cutter   | 44       |      | Belfast    |
| 88             | Morgan, George G., Esq.                 | Ann Eliza        | brig     | 254      |      |            |
| 89             | Tollemache, John J., Esq.               | Matilda          | cutter   | 44       |      | London     |
| 90             | Wilton, Earl of                         | Xarifa           | schooner | 175      |      | Cowes      |
| 91             | Graves, Lord Thomas                     |                  |          |          |      |            |
| 92             | Upton, Lewis, Esq.                      | Briton           | schooner | 92       |      | Cowes      |

| Private<br>No. | Name.                     | Vessel.   | Class    | Tonnage. |      | Port.  |
|----------------|---------------------------|-----------|----------|----------|------|--------|
|                |                           |           |          | Old      | New. |        |
| 93             | Beach, William H., Esq.   | Zephyr    | cutter   | 36       |      | Cowes  |
| 94             | Hill, Almon, Esq.         | Gondola   | schooner | 141      |      | Cowes  |
| 95             | Congreve, John, Esq.      |           |          |          |      |        |
| 96             | Lane, Rev. Thomas Leveson |           |          |          |      |        |
| 97             | Newbrough, Lord           |           |          |          |      |        |
| 98             | Beaumont, Edward B., Esq. | Wanderer  | schooner | 141      | 85   | Cowes  |
| 99             | Waterford, Marquis of     | Charlotte | brig     | 265      |      | London |

## JACK ABOVE.

|     |                               |                   |            |     |    |             |
|-----|-------------------------------|-------------------|------------|-----|----|-------------|
| 100 | Robinson, Henry, Esq.         | Sultana           | cutter     | 49  |    | Cowes       |
| 101 | Moreton, The Hon. Augustus    | Zebra             | cutter     | 51  |    | Cowes       |
| 102 | Pechell, Capt. G., R.N., M.P. | Emily             | brigantine | 33  |    | Cowes       |
| 103 | Lyon, William, Esq.           | Mischief          | brigantine | 221 |    | Cowes       |
| 104 | De Horsey, Spencer, Esq.      | Union             | cutter     | 48  |    | Cowes       |
| 105 | Webber, William, Esq.         |                   |            |     |    |             |
| 106 | Leche, John H., Esq.          | Nancy             | cutter     | 59  |    | Chester     |
| 107 | Johnstone, Sir Fred., Bart.   | Elizabeth         | cutter     | 65  |    | Cowes       |
| 108 | Upton, The Hon. Henry         | Sea Mew           | lugger     | 31  |    | Cowes       |
| 109 | Bayley, John, Esq.            | Nymph             | cutter     | 31  |    | Dover       |
| 110 | Mill, Major Jas.              | Noran             | cutter     | 70  | 45 | Cowes       |
| 111 | Olive, Charles, Esq.          | Phebe             | lugger     | 33  |    | Cowes       |
| 112 | Smith, Charles, Esq.          | Flower of Yarrow  | schooner   | 129 |    | Portsmouth  |
| 113 | Bentmck, George, Esq.         | Zephyr            | cutter     | 55  |    | London      |
| 114 | French, Thomas Geo., Esq.     | Rostellan         | schooner   | 60  |    | Cork        |
| 115 | Acland, Sir T. D., Bart.      | Lady of St. Kilda | schooner   | 136 |    | Dartmouth   |
| 116 | Heneage, E., Esq., M.P.       | Sparrowhawk       | cutter     | 84  |    | Cowes       |
| 117 | Hibbert, John, Esq.           | Neuba             | cutter     | 49  |    | Cowes       |
| 118 | Murray, Sir Arch. I., Bart.   | Pen               | schooner   | 59  |    | Cowes       |
| 119 | Egerton, Lord Francis, M.P.   |                   |            |     |    |             |
| 120 | Godolphin, Lord               | Arrow             | cutter     | 81  |    | Southampton |
| 121 | Harland, Sir R., Bart.        | Will o' the Wisp  | cutter     | 40  |    | Ipswich     |
| 122 | Frankland, Richard, Esq.      | Cynthia           | cutter     | 40  |    | Cowes       |
| 123 | Meiklam, John, Esq.           | Amulet            | cutter     | 43  |    | Cowes       |
| 124 | Walker, Hon. H. F.            | Emmetje           | schooner   | 103 |    | Galway      |
| 125 | Graham, Sir B., Bart.         | Harriet           | schooner   | 102 | 55 | Cowes       |
| 126 | Brooke, James, Esq.           | Royalist          | schooner   | 142 |    | London      |
| 127 | Simpson, George, Esq.         | Rowena            | cutter     | 33  | 24 | Southampton |
| 128 | Bagwell, John, Esq.           | Corsair           | cutter     | 85  |    | Cork        |
| 129 | Harvey, E. N., Esq.           | Menai             | schooner   | 175 |    | Cowes       |
| 130 | Fortescue, Holner, Esq.       | Heon              | cutter     | 46  |    | Cowes       |
| 131 | Ackers, G. H., Esq.           | Dolphin           | schooner   | 210 |    | Southampton |
| 132 | Patterson, George D., Esq.    | Zadora            | cutter     | 32  |    | Southampton |
| 133 | Vivian, Major C., M.P.        | Owen Glendwr      | cutter     | 113 |    | London      |
| 134 | Copley, Joseph, Esq.          | Witch             | cutter     | 70  |    | Cowes       |
| 135 | Meiklam, Robert, Esq.         | Crusader          | schooner   | 126 | 76 | Cowes       |
| 136 | Bulkeley, Sir R. B. W. Bart.  | Isis              | cutter     | 75  |    | Cowes       |
| 137 | Cooper, Rich. W., Esq.        | Midge             | cutter     | 35  |    | Cowes       |
| 138 | Anderson, John, Esq.          | Twins             | cutter     | 35  |    | Southampton |
| 139 | Smith, Harry John, Esq.       | Columbine         | cutter     | 30  |    | Cork        |
| 140 | Tomline, George, Esq.         | Gem               | schooner   | 125 |    | Cowes       |
| 141 | Baker, Wm. Robt., Esq.        | Juvena            | schooner   | 63  |    | Cowes       |

Messrs. Sir Richard Bassett, Roe, and Blachford, Treasurers; the Rev. Samuel Kent, Chaplain; Charles Day, Esq., Surgeon; W. H. Banks, Esq., Honorary Surgeon; Monsieur Magden, Agent, Cherbourg; Messrs. Violet and Co., ditto, Bordeaux; Henry Temple, Esq., ditto, Madeira; Messrs. Cotterel and Iggulden, ditto, Naples; Messrs Macbean and Co., ditto, Leghorn; Messrs. Holme and Co., ditto, Venice; Alex. Greig and Co., ditto, Bergen; John Christian Schetky, Esq., Marine Painter; Mr. Grant Preston, Compass-maker; Messrs. Ferguson and Hillman, Mast-makers; Mr. George Stebbing, Optician; John Bates, R.N., Secretary.

## STATIONS OF THE BRITISH ARMY ON 1ST AUGUST, 1837.

[Where two places are mentioned, the last-named is that at which the Depôt of the Regt. is stationed]

|  |  |
|--|--|
| 1st Life Guards—Windsor.                       | 39th Foot—Madras; Chatham.                     |
| 2nd do.—Regent's Park.                         | 40th do.—Bombay; Chatham.                      |
| Royal Horse Guards—Hyde Park.                  | 41st do.—Madras; Chatham.                      |
| 1st Dragoon Guards—Dundalk.                    | 42nd do.—Glasgow.                              |
| 2nd do.—Cahir.                                 | 43rd do.—America; Plymouth.                    |
| 3rd do.—Ipswich.                               | 44th do.—Bengal; Chatham.                      |
| 4th do.—Manchester.                            | 45th do.—Madras; Chatham.                      |
| 5th do.—Birmingham.                            | 46th do.—Dublin, ord. for Gibraltar.           |
| 6th do.—Brighton.                              | 47th do.—Malta; Portsmouth.                    |
| 7th do.—York.                                  | 48th do.—Manchester.                           |
| 1st Dragoons—Dublin.                           | 49th do.—Bengal, Chatham.                      |
| 2nd do.—Dublin.                                | 50th do.—New South Wales; Chatham.             |
| 3rd do.—on passage to India.                   | 51st do.—Chatham, for Van Diemen's Land.       |
| 4th do.—Bombay.                                | 52nd do.—Gibraltar; Newcastle.                 |
| 6th do.—Dorchester.                            | 53rd do.—Ionian Isles; Spike Island.           |
| 7th Hussars—Ballincollig.                      | 54th do.—Madras; Chatham.                      |
| 8th do.—Dublin.                                | 55th do.—Madras; Chatham.                      |
| 9th Lancers—Glasgow.                           | 56th do.—Jamaica, Deal.                        |
| 10th Hussars—Nottingham.                       | 57th do.—Madras, Chatham.                      |
| 11th Light Dragoons—Bengal.                    | 58th do.—Ceylon; Youghal.                      |
| 12th Lancers—Hounslow.                         | 59th do.—Malta; Portsmouth.                    |
| 13th Light Dragoons—Madras.                    | 60th do. [1st batt.]—Cork; Sunderland.         |
| 14th do.—Edinburgh.                            | Do [2nd batt.]—Gibraltar, ord. for Malta;      |
| 15th Hussars—Leeds.                            | 61st do.—Ceylon, Fermoy. [Jersey.]             |
| 16th Lancers—Bengal.                           | 62nd do.—Madras, Chatham.                      |
| 17th do.—Coventry.                             | 63rd do.—Madras; Chatham.                      |
| Grenadier Guards [1st batt.]—Windsor.          | 64th do.—Jamaica; Dundee.                      |
| Do [2nd battalion]—St. George's B.             | 65th do.—W. Indies, ord. for America; Kinsale. |
| Do [3rd battalion]—Tower.                      | 66th do.—Canada; Clonmel.                      |
| Coldstream Guards [1st batt.]—Dublin.          | 67th do.—W. Indies; Sheerness.                 |
| Do [2nd battalion]—Portman B.                  | 68th do.—Gibraltar, ord. for Jamaica; Cork.    |
| Sc. Fusilier Guards [1st batt.]—St. John's Wd. | 69th do.—W. Indies; Chatham.                   |
| Do [2nd battalion]—Wellington B.               | 70th do.—Malta, ord. for W. Indies, Guernsey.  |
| 1st Foot [1st battalion]—Athlone.              | 71st do.—Kilkenny.                             |
| Do [2nd battalion]—Canada; Newbridge.          | 72nd do.—Cape of Good Hope; Limerick.          |
| 2nd do.—Bombay; Chatham.                       | 73rd do.—Ionian Isles, Clare Castle.           |
| 3rd do.—Bengal; Chatham.                       | 74th do.—West Indies, Stirling.                |
| 4th do.—Madras; Chatham.                       | 75th do.—Cape of Good Hope, Drogheda.          |
| 5th do.—Ionian Isles, Portsmouth.              | 76th do.—W. Indies; Fort George.               |
| 6th do.—Bombay; Chatham.                       | 77th do.—Dublin, ord. for Malta.               |
| 7th do.—Bolton.                                | 78th do.—Ceylon, Cork.                         |
| 8th do.—Jamaica; Castlebar.                    | 79th do.—Edinburgh.                            |
| 9th do.—Bengal; Chatham.                       | 80th do.—N. S. Wales; Chatham.                 |
| 10th do.—Ionian Isles, ord. home, Wexford.     | 81st do.—Gibraltar, Naas.                      |
| 11th do.—Ionian Isles, Fermoy.                 | 82nd do.—Gibraltar, Cork.                      |
| 12th do.—Cork, ord. for Mauritius.             | 83rd do.—America, Chester Castle.              |
| 13th do.—Bengal; Chatham.                      | 84th do.—Jamaica, ord. home, Waterford.        |
| 14th do.—West Indies, Brecon.                  | 85th do.—America, Tralee.                      |
| 15th do.—Canada, ord. home, Galway.            | 86th do.—Wexford.                              |
| 16th do.—Bengal; Chatham.                      | 87th do.—Mauritius; Nenagh.                    |
| 17th do.—Bombay; Chatham.                      | 88th do.—Portsmouth.                           |
| 18th do.—Ceylon; Galway.                       | 89th do.—West Indies; Londonderry.             |
| 19th do.—Templemore.                           | 90th do.—Ceylon; Portsmouth.                   |
| 20th do.—Canterbury.                           | 91st do.—St. Helena; Paisley.                  |
| 21st do.—Van Diemen's Land; Chatham.           | 92nd do.—Malta, ord. for Ionian Isles, Armagh. |
| 22nd do.—Buttevant.                            | 93rd do.—Belfast, ord. for Gibraltar.          |
| 23rd do.—Dublin.                               | 94th do.—Barrington.                           |
| 24th do.—Canada; Portsmouth.                   | 95th do.—Dublin.                               |
| 25th do.—Limerick.                             | 96th do.—Enniskillen.                          |
| 26th do.—Bengal; Chatham.                      | 97th do.—Stockport.                            |
| 27th do.—Cape of G. Hope, Chatham.             | 98th do.—Gosport.                              |
| 28th do.—N. S. Wales; Chatham.                 | 99th do.—Mauritius, ord. home; Plymouth.       |
| 29th do.—Mauritius, ord. home, Devonport.      | Rifle Brig [1st batt.]—Woolwich.               |
| 30th do.—Bermuda; Hull.                        | Do [2nd batt.]—Dover.                          |
| 31st do.—Bengal; Chatham.                      | Royal Staff Corps—Hythe.                       |
| 32nd do.—Canada, Plymouth.                     | 1st West India Regiment—Trinidad, &c.          |
| 33rd do.—Gibraltar; Barr.                      | 2nd do.—New Providence and Honduras.           |
| 34th do.—America; Cashel.                      | Ceylon Rifle Regiment—Ceylon.                  |
| 35th do.—Mauritius; Omagh.                     | Cape Mounted Riflemen—Cape of Good Hope.       |
| 36th do.—W. Indies; Plymouth.                  | Royal African Colonial Corps—Sierra Leone.     |
| 37th do.—Jamaica; Plymouth.                    | Royal Newfoundland Veteran Comp—Newfd.         |
| 38th do.—Newry.                                | Royal Malta Fencibles—Malta.                   |

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## STATIONS OF THE ROYAL NAVY IN COMMISSION 1st AUG., 1837.

- Actæon, 26, Capt. Lord Edward Russell, South America.  
 Ætna, 6, sur. v. Capt. A. T. E. Vidal, Coast of Africa.  
 African, st. v. Capt. F. W. Beechey, Woolwich.  
 Alban, st. v. Lieut. E. B. Tinsley, W. Indies.  
 Algerine, 10, Lieut. W. S. Thomas, East Indies.  
 Alligator, 28, Capt. Sir J. J. G. Bremer, C.B., K.C.H., Portsmouth.  
 Andromache, 28, Capt. H. D. Chads, C.B., East Indies.  
 Asa, 84, Capt. W. Fisher, Mediterranean.  
 Astrea, 6, Capt. J. H. Plumridge, Falmouth.  
 Barham, 50, Capt. A. L. Corry, Mediterranean.  
 Basilisk, 6, ketch, Lieut. G. G. Macdonald, South America.  
 Beacott, 8, sur. v. Lieut. T. Graves, Mediter.  
 Beagle, 10, sur. v. Com. J. C. Wickham, East Indies.  
 Belierophon, 80, Captain Samuel Jackson, C.B., Mediterranean.  
 Belvidera, 42, Capt. C. B. Strong, West Indies.  
 Blazer, st. v., Lieut. J. M. Waugh, par. ser.  
 Blonde, 46, Capt. F. Mason, C.B., South America.  
 Bonetta, 3, Lieut. H. P. Descamps, Coast of Africa.  
 Boxer, st. v. Lieut. F. Bullock, par. ser.  
 Britannia, 120, Adm. P. C. H. Durham, G.C.B., Capt. J. W. D. Dundas, Portsmouth.  
 Buzzard, 3, Lieut. J. L. R. Stall, C. of Africa.  
 Caledonia, 120, Admiral Sir Josias Rowley, Bt. K.C.B., Capt. G. B. Martin, C.B., Mediter.  
 Cameleon, 10, Lieut. J. Bradley, Lisbon station.  
 Carron, st. v., Lieut. E. E. Owen, West Indies.  
 Caryston, 26, Capt. H. B. Martin, Mediter.  
 Castor, 36, Capt. E. Collier, par. ser.  
 Ceylon, 2, Lieut. J. G. M'Kenzie, rec. sh. Malta.  
 Champion, 18, Com. G. St. V. King, W. Indies.  
 Char'adis, 3, Lieut. S. Mercer, Coast of Africa.  
 Chidders, 16, Com. Hon. H. Keppel, Mediter.  
 Cleopatra, 26, Capt. Hon. G. Grey, S. America.  
 Cho, 16, Com. W. Richardson, Mediterranean.  
 Cockatrice, 6, Lieut. J. Douglas, S. America.  
 Columbine, 18, Com. T. Henderson, Coast of Africa.  
 Comet, st. v. Lieut. G. T. Gordon, par. ser.  
 Comus, 18, Com. Hon. P. P. Cary, West Indies.  
 Confidence, st. v., Lieut. W. Arlett, Mediter.  
 Conway, 28, Capt. C. R. Dunkwater, E. Indies.  
 Cornwallis, 74, Vice-Adm. Hon. Sir C. Paget, G.C.H., Capt. Sir R. Grant, Kt., W. Indies.  
 Cruiser, 16, Com. W. A. Willis, Sheerness.  
 Curlew, 10, Lieut. E. Norcott, Coast of Africa.  
 Dido, 18, Capt. L. Davies, C.B., Mediterranean.  
 Dolphin, 3, Lieut. T. L. Roberts, C. of Africa.  
 Donegal, 78, Capt. F. Brace, Plymouth.  
 Dublin, 50, Vice-Adm. Sir G. E. Hamond, Bt., K.C.B., Capt. R. Tait, S. America.  
 Echo, st. v., Lieut. W. James, West Indies.  
 Espon, 10, Lieut. C. W. Riley, Falmouth.  
 Excellent, 76, Capt. T. Hastings, Portsmouth.  
 Fair Rosamond, Lieut. W. B. Oliver, Coast of Africa.  
 Fairy, 10, sur. v. Capt. W. Hewett, North Sea.  
 Firefly, st. v., Lieut. J. Pearce, par. ser.  
 Flame, st. v., Lieut. J. M. Potbury, W. Indies.  
 Fly, 18, Com. R. Elliott, South America.  
 Gannet, 16, Capt. W. G. H. Whish, West Indies.  
 Giffon, 3, Lieut. J. G. I. Urban, West Indies.  
 Harlequin, 16, Com. J. E. Fiskine, Mediteran.  
 Harpy, 10, Lieut. Hon. G. A. Clements, W. Indies.  
 Harrier, 18, Com. W. H. H. Carew, S. America.  
 Hastings, 74, Vice-Admiral Sir W. H. Gage, G.C.H., Capt. H. Shiffner, Lisbon sta.  
 Hazard, 16, Com. J. Valkinson, C. of Africa.  
 Hercules, 74, Capt. Sir J. J. G. Bremer, C.B., K.C.H., actg. par. ser.  
 Hermes, st. v. Lieut. W. S. Blount, Medu.  
 Hornet, 6, Lieut. H. Ballie, Chatham.  
 Howe, 120, Vice-Adm. Sir R. Otway, Bt. K.C.B., Capt. C. H. Paget, Sheerness.  
 Hyacinth, 18, Com. W. Warren, Portsmouth.  
 Imogene, 28, Capt. H. W. Bruce, S. America.  
 Inconstant, 36, Capt. D. Pring, Lisbon sta.  
 Lark, 4, sur. v. Lieut. E. Barnett, W. Indies.  
 Larne, 18, Com. J. P. Blake, East Indies.  
 Lapping, 6, Lieut. T. R. Coghlan, Chatham.  
 Leveret, 10, Lieut. C. I. Bosanquet, C. of Africa.  
 Lightning, st. v., Lieut. Jas. Shambler, par. ser.  
 Lynx, 3, Lieutenant H. V. Huntley, C. of Africa.  
 Madagascari, 46, Capt. Sir J. S. Peyton, K.C.H., West Indies.  
 Magicienne, 24, Capt. G. W. St. John Mildmay, Lisbon station.  
 Magnificent, 4, Com. J. Paget, rec. ship, Jamaï.  
 Magpie, 4, Lieut. T. S. Brock, Mediterranean.  
 Malabar, 74, Capt. Sir W. A. Montagu, C.B., K.C.H., Lisbon station.  
 Medea, st. v., Com. H. T. Austin, Mediter.  
 Melville, 74, Vice-Admiral Sir Peter Halkett, G.C.H.; Capt. P. J. Douglas, N. America and W. Indies.  
 Meteor, st. v. Lieut. G. W. Smith, Woolwich.  
 Minden, 74, Capt. A. R. Sharpe, C.B., Lisbon station.  
 Nautilus, 10, Lieut. W. Crooke, Mediter.  
 Nimrod, 20, Com. J. Fraser, W. Indies.  
 North Star, 28, Com. Lord John Hay, Lisbon station.  
 Orestes, 18, Com. J. J. F. Newell, Mediter.  
 Pearl, 20, Com. Lord C. E. Paget, Lisbon sta.  
 Pelican, 16, Com. B. Popham, Coast of Africa.  
 Pelorus, 16, Com. T. Harding, East Indies.  
 Pembroke, 74, Capt. F. Moresby, C.B., Plymouth.  
 Phoenix, st. v., Com. W. H. Henderson, Lisbon station.  
 Pickle, 5, Lieut. P. Hast, W. Indies.  
 Pincher, 5, Lieut. E. Bevan, West Indies.  
 Pique, 36, Capt. Hon. H. J. Rous, par. ser.  
 Pluto, st. v. Lieut. J. Duffill, Lisbon sta.  
 Portland, 52, Capt. D. Price, Mediterranean.  
 Princess Charlotte, 104, Adml. Hon. Sir R. Stopford, G.C.B., Capt. A. Fanshawe, Medu.  
 Pylades, 18, Com. W. L. Castle, Coast of Africa.  
 Racer, 16, Com. J. Hope, W. Indies.  
 Rainbow, 28, Capt. T. Bennett, West Indies.  
 Raleigh, 46, Capt. M. Quin, East Indies.  
 Rapid, 10, Lieut. Hon. G. H. St. V. de Ros Kinnand, Mediter.  
 Rattlesnake, 28, Capt. W. Hobson, E. Indies.  
 Raven, 4, sur. v. Lieut. G. A. Bedford, C. of Africa.  
 Rhadamanthus, st. v. Com. A. Wakefield, Woolwich.  
 Ringdove, 16, Com. H. P. Nixon, W. Indies.  
 Rodney, 92, Capt. Hyde Parker, Mediter.  
 Rolla, 10, Lieut. F. H. H. Glasse, Coast of Africa.  
 Rose, 18, Com. W. Barrow, East Indies.  
 Rover, 18, Com. Chas. Eden, South America.  
 Royal Adelaide, 104, Adm. Lord A. Beauchamp, G.C.B., G.C.H.; Capt. J. Sykes, Plymouth.  
 Royal George, yacht, Capt. Rt. Hon. Lord A. Fitzclarence, G.C.H., Portsmouth.  
 Royal Sovereign, yacht, Capt. Sup. W. P. Cumby, C.B., Pembroke.  
 Royalist, 10, Lieut. Hon. E. Plunkett, Lisbon station.  
 Russell, 74, Capt. Sir W. H. Dillon, K.C.H., Lisbon station.  
 Salamander, st. v. Com. S. C. Dacres, Lisbon station?

Samarang, 28, Capt. W. Broughton, S. America.  
 San Josef, 110, Capt. J. Hancock, C.B., guard-  
 ship, Plymouth.  
 Sapphire, 28, Capt. R. F. Rowley, Mediterian.  
 Sappho, 16, Com. T. Fraser, West Indies.  
 Saracen, 10, Lieut. H. W. Hill, Plymouth.  
 Satellite, 13, Com. I. Robb, West Indies.  
 Savage, 10, Lieut. Hon. E. R. Cuzon, Lisbon  
 station.  
 Scorpion, 10, Lieut. C. Gayton, Lisbon station.  
 Scout, 18, Com. E. Craigie, Coast of Africa.  
 Scylla, 16, Com. Hon. J. Denman, Lisbon sta.  
 Seaflower, 4, Lieut. J. Roche, Portsmouth.  
 Seringapatam, 46, Capt. J. Leith, West Indies.  
 Serpent, 16, Com. R. L. Warren, W. Indies.  
 Skipjack, 5, Lieut. J. J. Robinson, W. Indies.  
 Snake, 46, Com. A. Milne, West Indies.  
 Sparrow, 10, Lieut. R. Lowcay, par. service.  
 Sparrowhawk, 16, Com. J. Shepherd, South  
 America.  
 Speedy, 8, Lieut. J. M. Mottley, Sheerness.  
 Spider, 6, Lieut. J. O'Reilly (a) South America.  
 Spitfire, st. v. 6, Lieut. A. Kennedy, particular  
 service.  
 Stag, 46, Capt. T. B. Sullivan, C.B., S. America.  
 Starling, sur. v., Lieut. H. Kellett, S. America.  
 Sulphur, sur. v., Com. E. Belcher, S. America.  
 Talavera, 74, Capt. W. B. Mends, Lisbon sta.  
 Temeraire, 104, Capt. T. F. Kennedy, guard-ship,  
 Sheerness.

## SLOOPS OF WAR COMMISSIONED AS PACKETS.

Alert, Lieut. C. H. Norrington.  
 Briseis, Lieut. John Downey.  
 Delight, Lieut. J. Moore (b)  
 Express, Lieut. W. G. Croke.  
 Goldfinch, Lieut. Edw. Collier.  
 Hope, Lieut. W. L. Rees.  
 Lapwing, Lieut. G. B. Forster.  
 Linnet, Lieut. W. Downey.  
 Lyra, Lieut. W. Forrester.  
 Magnet, Lieut. S. Giffith.  
 Mutine, Lieut. Richard Pawle.  
 Nightingale, Lieut. G. Fortescue.

Terror, bomb, Capt. G. Back, part. service.  
 Thalia, 46, Rear-Admiral Sir P. Campbell,  
 K.C.B.; Capt. R. Wauchope, Cape of Good  
 Hope and Coast of Africa.  
 Tribune, 24, Capt. J. Tomkinson, Mediter.  
 Trinculo, 16, Com. H. E. Collin, Lisbon station.  
 Tweed, 20, Com. Hon. F. T. Pelham, Lisbon sta.  
 Vanguard, 80, Capt. Sir Thos. Fellowes, Kt. C.B.  
 Mediterranean.  
 Vestal, 26, Capt. W. Jones, West Indies.  
 Victor, 16, Com. W. Crozier, East Indies.  
 Victory, 104, Capt. T. Searle, C.B., guard-ship,  
 Portsmouth.  
 Viper, 6, Lieut. W. Winniett, Coast of Africa.  
 Volage, 28, Capt. P. Richards, Sheerness.  
 Volcano, st. v., Lieut. W. M. Ilwaine, Falmouth.  
 Wanderer, 16, Com. T. Bushby, West Indies.  
 Water Witch, 10, Lieut. W. Dickey, C. of Africa.  
 Wellesley, 74, Capt. T. Maitland, Plymouth.  
 William and Mary, yacht, Capt. Sir J. Louis,  
 Bart., Woolwich.  
 Winchester, 52, Vice-Admiral the Hon. Sir T.  
 B. Capel, K.C.B., Captain E. Sparshott  
 K. H., East Indies.  
 Wizard, 10, Lieut. E. L. Harvey, S. America.  
 Wolf, 18, Com. E. Stanley, East Indies.  
 Wolverine, 16, Com. Hon. E. Howard, Mediter.  
 Zebia, 16, Capt. R. C. M. Crea, East Indies.

## PROMOTIONS AND APPOINTMENTS.

## NAVY.

## APPOINTMENTS.

## CAPTAINS

Sir J. J. G. Bremer, C.B., K.C.H. ... Alligator  
 F. W. Beechey ... African.  
 Peter Rye, to the out-pension of Greenwich  
 Hospital.

## COMMANDERS.

A. Wakefield ... Rhadamanthus.  
 H. Bolton ... Coast Guard.  
 B. M. Festing ... Do.  
 D. Marsh ... Do.  
 S. F. Haime ... Do.  
 W. Warren ... Hyacinth.  
 John Crawley, to the out-pension of  
 Greenwich Hospital.

## LIEUTENANTS.

J. A. Bainbridge ... Donegal.  
 G. Bott ... Do.  
 F. Cannon ... Do.  
 J. Bowden ... Victory.  
 W. W. Chambers ... Wellesley.  
 R. Symons ... Do.  
 A. W. Jerningham ... Do.  
 F. W. Foote ... Cornwallis.  
 R. L. Atkinson ... Do.  
 W. H. A. Morshed Hazard.  
 A. G. Rothery ... Do.  
 E. Young ... (sup.) Princess Charlotte.  
 L. T. A. Newman (do.) Do.  
 C. Stanger ... Rhadamanthus.  
 H. Hicks ... Coast Guard.

Opossum, Lieut. Robt. Peter.  
 Pandora, Lieut. R. W. Innes.  
 Pigeon, Lieut. W. Luce.  
 Ranger, Lieut. J. H. Turner.  
 Reindeer, Lieut. H. P. Dicken.  
 Seagull, Lieut. J. Parsons.  
 Sheldrake, Lieut. A. R. L. Passingham.  
 Skylark, Lieut. C. P. Ladd.  
 Spey, Lieut. Rob. B. James.  
 Star, Lieut. C. Smith.  
 Swift, Lieut. D. Welch.  
 Tyrian, Lieut. Ed. Jennings.

T. Heales ... Do.  
 A. L. Kuper ... Alligator.  
 P. B. Stewart ... Do.  
 F. R. Coghlan to com. Lapwing  
 H. Baillie to com. Hornet  
 P. Hast ... Pickle.  
 J. A. Cooke ... Temeraire  
 B. Jeffery ... Hyacinth.  
 F. Wharton, to the out-pension of  
 Greenwich Hospital.

## MASTERS.

J. Killock ... (actg.) Cockatrice.  
 J. E. Mills ... Donegal.  
 G. Wright (actg.) Rhadamanthus.  
 J. Jackson ... Alligator.  
 C. Aney ... (actg.) Hyacinth.

## SURGEONS.

R. Leah ... Blonde.  
 J. Johnston ... Talbot.  
 W. Lindsay, M.D. ... Donegal.  
 O. Evans ... Wellesley.  
 J. Carmichael ... Hyacinth.

## ASSISTANT-SURGEONS.

A. Scott ... Britannia.  
 J. Gordon (sup.) ... Do.  
 A. Slight (do.) ... Do.  
 E. Alexander, M.D. ... Royal Adelaide.  
 G. Osman ... Wellesley.  
 J. M. Valence ... Donegal.  
 F. Sharp ... Alligator.

P. Brennan . . . . . Rhadamanth.  
J. A. Miller (sup.) Royal George Yacht.  
W. Robertson . . . Hyacinth.

## PURSEERS.

E. S. Stewart . . . . . Wellesley.  
J. N. Jewell . . . . . Donegal.

W. Hamilton . . . . . Rhadamanthus.  
R. S. Rundel . . . . . Alligator.  
G. D. x . . . . . Hyacinth.

## CHAPLAIN.

Rev. Geo. Austin . . . . . Seringapatam.

## • ARMY.

## WAR OFFICE, June 30.

Royal Horse Guards—Lieut. W. R. Tyrell to be Capt. by purch., vice Hill, who retires; Cornet Hon. C. H. Cust to be Lieut. by purch., vice Tyrell; Adj. P. Hood, Gent., to be Cornet by purch., vice Cust.

1st Dragoon Guards—T. R. Mills, Gent., to be Cornet by purch., vice White, who retires.

4th Dragoon Guards—Lieut. A. D. Tait to be Capt. by purch., vice Burrell, who retires; Cornet C. P. Ibbetson to be Lieut. by purch., vice Tait; W. B. Piendergast, Gent., to be Cornet by purch., vice Ibbetson.

5th Dragoon Guards—Cornet A. R. Hamilton to be Lieut. by purch., vice Shawe, who retires; A. Prime, Gent., to be Cornet by purch., vice Hamilton.

3rd Light Dragoons—Major G. G. Tuite to be Lieut.-Col., without purch.; Major H. Andrews, from the h.p. of the Cape Corps, to be Major; Capt. C. G. Slade to be Major without purch., vice Tuite. To be Captains—Capt. C. B. Tugler, from the h.p. 24th Light Dragoons; Lieut. J. Philips, from the 12th Light Dragoons; Lieut. W. White, from the 11th Light Dragoons; Lieut. J. W. Yerbury, vice Slade. To be Lieutenants—Lieut. J. E. Codd, from the 44th Foot; Lieut. W. H. Hadfield, from the 44th Foot; Lieut. S. Fisher, from the 11th Light Dragoons; Lieut. G. Newton, from the 13th Foot; Lieut. J. R. H. Rose, from the 11th Light Dragoons; Lieut. G. Forbes, from the 4th Light Dragoons; Lieut. W. E. Fitzedward Barnes, from the 26th Foot; Lieut. J. H. Forrest, from the 11th Light Dragoons; Lieut. J. Martin, from the 11th Light Dragoons; Lieut. J. O. Burridge, from the 11th Light Dragoons; Lieut. E. G. Swinton, from the 11th Light Dragoons; Cornet R. T. Montgomery, vice Yerbury. To be Cornets—Cornet G. Steinbach, from the h.p. of the 12th Light Dragoons; Cornet J. C. Ralston, from the h.p. of the 25th Light Dragoons. To be Assistant-Surgeon—Assist-Surg. G. Knox, from the 83rd Foot.

11th Light Dragoons—Lieut. J. Cowell, from the 11th Light Dragoons, to be Lieut., vice Forbes, appointed to the 3rd Light Dragoons.

11th Light Dragoons—Cornet W. Cathrey to be Lieut. by purch., vice Warrington, who retires; Cornet T. M. Laz Wagnelin, from the 16th Light Dragoons, to be Cornet, vice Cathrey.

16th Light Dragoons—F. C. Tower, Gent., to be Cornet by purch., vice Weguelin, appointed to the 11th Light Dragoons.

2nd Foot—J. J. Dickinson, Gent., to be Ensign by purch., vice Simmons, whose appointment has not taken place.

8th Foot—Ensign A. A. Malet to be Lieut. without purch., vice Lay, dec.; Ensign J. Hinde to be Lieut. by purch., vice Roper, promoted; R. F. Turner, Gent., to be Ensign by purch., vice Hinde; Gent. Cadet W. M. G. M'Murdo, from the Royal Military College, to be Ensign, vice Malet.

9th Foot—Lieut. G. A. Tytler, from the 13th Foot, to be Lieut., vice Deane, who exchanges.

13th Foot—Lieut. W. Deane, from the 9th Foot, to be Lieut., vice Tytler, who exchanges; Ensign J. W. Forbes to be Lieut. without purch., vice Newton, appointed to the 3rd Light Dragoons; F. G. Tidy, Gent., to be Ensign, vice Forbes.

25th Foot—Second Lieut. S. M. Gildea, from the Ceylon Regiment, to be Ensign, vice Hamilton, who exchanges.

26th Foot—Lieut. C. S. Teale, from the h.p. of the 63th Foot, to be Lieut., vice J. Miller, who exchanges; Ensign J. W. Johnstone to be Lieut. without purch., vice Barnes appointed to the 3rd Light Dragoons; E. B. Parker, Gent., to be Ensign vice Johnstone.

29th Foot—E. R. Baumgartner to be Lieut. by purch., vice Campbell, who retires; J. E. H. Pryce, Gent., to be Ensign by purch., vice Baumgartner.

44th Foot—Ensign R. Stuart to be Lieut. without purch., vice Hadfield, appointed to the 3rd Light Dragoons; Sergeant-Major — Kipling to be Ensign, vice Stuart.

51st Foot—Major H. Knight, from h.p. Unat. to be Major, vice J. Flamank, who exchanges; Captain E. St. Maur to be Major by purch., vice Knight, who retires; Lieut. C. Arney to be Captain by purch., vice St. Maur; Ensign E. Isham to be Lieut. by purch., vice Arney; C. A. H. Rumbold, Gent., to be Ensign by purch., vice Isham.

68th Foot—J. E. Madocks, Gent., to be Ensign by purch., vice Beale, who retires.

83rd Foot—Staff Assist-Surg. R. J. O'Flaherty to be Assist-Surg., vice Knox, appointed to the 3rd Light Dragoons.

84th Foot—Sergeant Major J. Farrell to be Quarter-Master, vice Watson, deceased.

96th Foot—Ensign W. A. Eyton to be Lieut. by purch., vice Nixon, who retires; Hon. J. Stourton to be Ensign by purch., vice Eyton; Lieut. M. R. Campbell to be Adjutant, vice Nixon, who resigns.

Ceylon Rifle Regiment—Ensign Edward Hamilton, from the 25th Foot, to be Second-Lieutenant, vice Gildea, who exchanges.

Brevet—The undermentioned Cadets of the Honourable the East India Company's Service to have the temporary rank of Ensign during the period of their being placed under the command of Colonel Pasley, of the Royal Engineers, at Chatham, for field instructions in the art of Sapping and Mining: Gent. Cadet A. D. Turnbull; Gent. Cadet A. G. Goodwyn.

Staff—Paymaster H. P. Forster, from the 63rd Foot, to be Paymaster of a Recruiting District, vice Small, deceased.

Hospital Staff—Deputy Inspector General of Hospitals F. A. Lonsworth, from the h.p., to be Deputy Inspector-General of Hospitals, vice Doctor J. Arthur, whose appointment has not taken place.

Memorandum—The appointment of Mr. D. J. Dickinson to be Ensign in the 76th Foot, by purchase, as stated in the Gazette of the 16th inst., has not taken place.

## • WAR OFFICE, July 7.

12th Light Dragoons—Quartermaster Sydney Augustus Capel to be Adj., with the rank of Cornet, vice Philips, promoted in 3rd Light Dragoons; Reg. Seij-Major Charles Armstrong to be Quartermaster, vice Capel, appointed Adjutant.

13th Light Dragoons—Cornet James Hussey to be Lieut. by purch., vice Gethin, who retires; Thomas Wm. Smith, Gent., to be Cornet by purch., vice Hussey.



Coldstream Foot Guards—Ens. and Lieut. Duncan Macdonell Chisholm to be Adjutant, vice Hope, who resigns the Adjutantcy only.

4th Foot—Lieut.-Col. Richard England, from 75th Foot, to be Lieut.-Col. without purchase. To be Lieutenants—Lieut. Dennis A. Comptayne, from 45th Foot; Lieut. C. Shipley Teale, from 26th Foot; Lieut. Abraham Collis Anderson, from 54th Foot; Lieut. Wm. Charles Sheppard, from 57th Foot; Lieut. W. H. Middleton Ogilvie, from 6th Foot; Ensign John Cameron, from 51th Foot; Ensign Christopher M. Wilson, from 86th Foot; Second Lieutenant Robert Hawkes, from 5th Foot; Ensign Robert O'Neill; Ensign James Lymington Shortt. To be Ensigns—Ensign Wadham Wyndham Bond, from 2nd West India Regiment, vice O'Neill; Ensign James Alex. Madigan, from 71st Foot, vice Shortt.

5th Foot—Serj.-Major Donald Munro to be Adj. with the rank of Second-Lieut., vice Giffard, promoted.

6th Foot—Lieut. John Duntze Macdonald, from 2nd West India Regiment, to be Lieut., vice Ogilvie, appointed to 4th Foot.

26th Foot—Lieut. James Williams Grylls, from Ceylon Regiment, to be Lieut., vice Teale, appointed to 4th Foot.

54th Foot—Ensign Charles Fade Heatley to be Lieut. without purch., vice Anderson, appointed to 4th Foot; Ensign William Macpherson, from h.p. 44th Foot, to be Ensign without purch., vice Heatley; Henry Andrew Hollinsworth, Gent., to be Ensign without purch., vice Cameron, promoted in 4th Foot.

57th Foot—Lieut. Wm. Jones, from Ceylon Regiment, to be Lieut. vice Sheppard, appointed to 4th Foot.

63rd Foot—Lieut. Edward Hill, from h.p. 20th Foot, to be Lieut., vice Henry Croly, promoted.

71st Foot—Serj.-Major John Aiton to be Ensign without purch., vice Madigan, appointed to 4th Foot.

75th Foot—Brevet Lieut. Col. Patrick Grieve to be Lieut.-Colonel without purch., vice England, appointed to 4th Foot.

79th Foot—Capt. Charles Henry Churchill, from h.p. Unat., to be Capt., vice Massy Fitzgerald, who exchanges; Lieut. Robert Manners to be Capt. by purch., vice Churchill, who retires; Ensign Robert Ferguson to be Lieut. by purch., vice Manners; Alex. Charles Mantland, Gent., to be Ensign by purch., vice Ferguson.

86th Foot—William Forbes Macbean, Gent., to be Ensign without purch., vice Wilson, promoted in 4th Foot.

2nd West India Regiment—Ensign Henry Knight Sayers to be Lieut. without purch., vice Macdonald, appointed to 6th Foot; Robert Murphy Nicolls, Gent., to be Ensign without purch., vice Bond, appointed to 4th Foot; Wm. Anderson, Gent., to be Ensign without purch., vice Sayers.

Ceylon Rifle—Lieut. Second-Lieut. John Heyliger to be First Lieut. without purch., vice Jones, appointed to 57th Foot; Second-Lieut. Rupert Campbell to be First Lieut. without purch., vice Grylls, appointed to 26th Foot; Serj.-Major Robert Watson, from 78th Foot, to be Second-Lieut., vice Heyliger; John Brockman Travers, Gent., to be Second-Lieut., vice Campbell.

Royal Newfoundland Veteran Companies—Ensign John Masters to be Lieut. without purch., vice Brown, deceased; Serj.-Major William Kerr, from the Dublin Recruiting District, to be Ensign, vice Masters.

Brevet—Captain Chailton Brown Tucker, 3rd Light Dragoons, to be Major in the Army.

Hospital Staff—Staff Assist.-Surgeon Andrew Smith to be Surgeon to the Forces; Charles

Stewart, M.D., to be Assist.-Surg. to the Forces, vice O'Flaherty, appointed to the 83rd Foot.

#### WAR OFFICE, July 11.

7th Dragoon Guards—Quartermaster Henry Higgins, from the 3rd Light Dragoons, to be Quartermaster, vice Adams, who exchanges.

3rd Light Dragoons—Lieut. Richard Blagden Hale to be Captain by purch., vice Philips, who retires; Cornet Richard A. Moore, to be Lieutenant by purch., vice Hale; Henry Wood, Gent., to be Cornet by purch.; Edmund Roche, Gent., to be Cornet by purch., vice Ralston, who retires; Horatio Hollingsworth, Gent., to be Cornet by purch., vice Moore; Quartermaster Thomas Adams, from 7th Dragoon Guards, to be Quartermaster, vice Higgins, who exchanges; Serjeant Major—Sullivan, to be Adjutant (with the rank of Cornet), vice Jones, who resigns the Adjutantcy only.

4th Foot—Brevet Colonel Gideon Goriequer, from h.p. Unat., to be Lieut.-Colonel, vice England, appointed to 1st Foot; Major James England to be Lieut.-Colonel by purch., vice Goriequer, who retires; Captain Henry Houghton Irving to be Major, without purch., vice England; Lieut. James Espinasse to be Capt., vice Irving; Quartermaster John Potter, to be Adjutant and Ensign, vice Espinasse; Serjeant-Major Samuel Sexton, to be Quartermaster, vice Potter, appointed Adjutant.

9th Foot—Brevet Col. Sir Edmund Kenyon Williams, K.C.B., from 11st Foot, to be Lieut.-Col., vice Cusance, appointed to the 10th Foot.

10th Foot—Lieut. Col. Holman Cusance, from 9th Foot, to be Lieut. Col., vice William Cochrane, who retires upon h.p.

11th Foot—Lieut. James Forbes, from h.p. Unat., to be Lieut., vice Henry O'Neill, who exchanges, receiving the difference.

28th Foot—Gent. Cadet William George Cornick, from Royal Military College, to be Ens. by purch., vice Swift, who retires.

41st Foot—Lieut. Col. Richard Engle, from 4th Foot, to be Lieut.-Col., vice Sir E. K. Williams, appointed to 9th Foot; Major William Booth to be Lieut.-Col. without purch., vice Purdon, deceased; Captain James Frier May to be Major, vice Booth; Lieut. John George Bedford to be Capt., vice May; Ensign John Dudgey to be Lieut., vice Beddingfield; Charles Anderson Morshed to be Ensign, vice Dudgey.

50th Foot—Capt. John Hall to be Major by purch., vice Grieve, promoted; Lieut. George Bligh Moultrie, to be Captain by purch., vice Hall; Ensign John Hamilton Cox to be Lieut., vice Moultrie; Geo. Lockwood, Gent., to be Ensign by purch., vice Cox.

Unattached—Ensign James Forbes, from 91st Foot, to be Lieut. by purch.

Brevet—To be Majors in the Army—Captain William Fawcener Chetwynd, of the 1st Life Guards; Captain George Gaydon Palmer, of Royal Artillery; Captain Lord Walter Butler, of the Scots Fusileer Guards.

Memorandum—Lieut. John Johnson, upon h.p. Royal Artillery, has been allowed to retire from the Service by the sale of an Unattached Lieutenantcy, he being about to become a settler in the Colonies.

#### WAR OFFICE, July 14.

3rd Light Dragoons—George Cooke, Gent., to be Cornet by purch., vice Steinbach, who retires.

25th Foot—Ensign Samuel B. Hamilton to be Lieut. by purch., vice Nowlan, who retires; John Andrew Ogilvie, Gent., to be Ensign by purch., vice Hamilton.

29th Foot—Lieut. Wm. Wickham Drake to

be Capt. by purch., vice Davidson, who retires; Ensign Geo. Brown to be Lieut. by purch., vice Drake; Hon. John Wm. Fortescue to be Ensign by purch., vice Brown.

31st Foot—Ensign Geo. Frend to be Lieut. by purch., vice Maclean, who retires; Geo. Cambridge Shaw, Gent., to be Ensign by purchase, vice Frend.

51st Foot—To be Captains by purch.—Lieut. Arnold Charles Errington, vice Flood, who retires; Lieut. Harry Rolles, vice Cochran, who retires.

To be Lieutenants by purch.—Ensign Henry Charles Cape Somerset, vice Errington; Ensign Henry M'Farlane, vice Rolles.

To be Ensigns by purch.—Augustus J. W. Northey, Gent., vice Somerset; Augustus Henry Irby, Gent., vice M'Farlane.

To be Assist-Surg.—William John Power, Gent., vice Ryan, appointed to the Staff.

65th Foot—Capt. Harrington Trevelyan, from 76th Foot, to be Captain, vice Sutton, who exchanges.

76th Foot—Captain Samuel Ives Sutton, from 60th Foot, to be Captain, vice Trevelyan, who exchanges.

Unattached—Lieut. William Augustus Blakeney, from Adjutant of a Recruiting District.

Staff—Lieut. Robert M'Nair, from h.p. Cape Regiment, to be Adj. of a Recruiting District (repaying the difference he received when he exchanged to h.p.), vice Blakeney, promoted.

Hospital Staff—Assist. Surg. Michael Ryan, M.D., from 1st Foot, to be Assist.-Surg. to the Forces, vice Smith, promoted.

Artillery—Capt. Walter Powell, Royal Marines, to be Major in the Army.

#### OFFICE OF ORDNANCE, July 17.

Royal Regiment of Artillery—Major-General Edward Pritchard to be Colonel-Commandant, vice General Sir John Smith, deceased.

#### WAR-OFFICE, July 18.

Brevet—Colonel Sir Wm. Tuyl, on h.p. of the 25th Light Dragoons, to be Major-General in the Army; Lieutenant-Colonel Charles Philip de Bosset, on h.p. 50th Foot, to be Colonel in the Army; Lieut.-Col. George Henry Zuhleke, on h.p. of the Portuguese officers, to be Colonel in the Army.

#### OFFICE OF ORDNANCE, July 24.

Royal Regiment of Artillery—Lieut. Colonel Richard John James Lacy to be Colonel, vice Smith, deceased; Captain and Brevet Lieut.-Col. William Boden Dundas to be Lieut.-Col., vice Lacy; Second Captain Andrew Orcher William Shalch to be Captain, vice Dundas; First Lieutenant William Young Fenwick to be Second-Captain, vice Shalch; Second-Lieut. John Harvey to be First-Lieutenant, vice Fenwick.

South-West Regiment of Yeomanry Cavalry—Hanley George Greaves, Gent., to be Cornet, vice Jackson, promoted.

Yorkshire Hussar Regiment of Yeomanry Cavalry—Berby Richard Lawley, Gent., to be Cornet.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

At Gibraltar, the Lady of Major Reid, 33rd Regiment, of a daughter.

The Lady of Captain M'Pherson, Royal Regiment, of a daughter.

June 20th, at Harrowgate, the Lady of Capt. Ross, R.N., of a daughter.

June 22nd, at St. John's Wood, the Lady of Captain D. S. Davies, Scots Fusilier Guards, of a daughter.

At Devonport, the Lady of Captain Hill, 32nd Regiment, of a son.

July 3rd, at Greenwich, the Lady of Captain Simmons, Rifle Brigade, of a daughter.

July 3rd, at Southsea, the Lady of Lieutenant and Adjutant M'Kellar, Royal Marines, of a son.

At Cork, the Lady of Dr. Mossitt, surgeon, 12th Lancers, of a daughter.

At Charleston, the Lady of Lieutenant Col. Hunt, R.A., of a son.

At Canterbury, the Lady of Lieutenant Col. C. C. Taylor, late 20th Regiment, of a daughter.

At Brighton, the Countess of Munster, of a son.

The Lady of Lieut. Malden, R.N., of a son.

At Woolwich, the Lady of Capt. Tester, Royal Horse Artillery, of a son.

At Bath, the Lady of Lieut.-Colonel Hogge, K.H., Unat., of a son.

At Kilkenny, the Lady of Lieutenant Darcy, 73rd Regiment, of a daughter.

At Edinburgh, the Lady of Capt. Mountstevens, Paymaster 79th Highlanders, of a daughter.

July 16th, in Portman Street, London, the Lady of Lieutenant Colonel Knollys, Scots Fusilier Guards, of a son.

### MARRIAGES.

At Halifax, Nova Scotia, Lieut. W. H. Molyneux, R.N., and of her Majesty's ship Melville, to Martha, daughter of the late Admiral Sir A. Mitchell, K.B.

At Paris, Captain Williams, R.N., to Charlotte, daughter of the late J. Taylor, Esq., and niece to Adm. Taylor.

At Edinburgh, Captain Scott, 53rd Regt., to Julianne, daugh. of the late D. Cockburn, Esq.

June 12th, at Lisbon, Lieut. H. J. Matson, of her Majesty's ship Pearl, only son of C. Matson, Esq. of Purbrook, Hants, to Philadelphia Stephens, second daughter of Thomas Josling, Esq. of Lisbon.

At Southampton, Captain Adolphus Latimer Widdington, 73rd Regiment, to Charlotte, daughter of Rear-Admiral Tinling.

At Dagobram, Essex, Captain I. R. Groves, 2nd Brigade, to Elizabeth, daughter of the late A. L. aux, Esq. of Guernsey.

At St. Pancras, Lieut.-Col. Charles Dixon, R.E., to Isabella Annen, of Blackheath.

At St. Mary's, Bryanston Square, Commander W. George Nash King, R.N., to Sarah, daughter of the late T. Bulkeley, Esq. of Montagu Square.

July 4th, at Exeter, Captain Richard Owen, R.N., to Charlotte, eldest daughter of John Walker, Esq., Ordnance Storekeeper, Bahamas.

July 6th, at Kingston, Lieut. Atkinson, R.N., to Charlotte, youngest daughter of the late Capt. William Field.

July 11th, at Pembroke, Lieut. Priest, R.M., to Louisa, eldest daughter of Lieut. Connor, R.N.

At Liss Church, Lieut. C. C. Wilkinson, R.E., to Mary D., eldest daughter of J. W. Armstrong, Esq. of Ballycumber, Kildare.

## DEATHS.

Feb. 17th, on passage from India, on board the Thomas Grenville, Cornet Knatchbull, 11th Light Dragoons

April 3rd, at Sierra Leone, Capt. P. M'Crumben, Barrack-Master.

At the Cape of Good Hope, Major Aitchison, Cape Mounted Rifles.

May 10th, of fever, on board her Majesty's ship Scout, off the coast of Africa, Lieutenant C. B. D. Acland, R.N., son of Sir T. D. Acland, Bart.

May 11th, at Jamaica, Quartermaster Watson, 84th Regiment.

At Malta, Lieut. and Adj. I. L. L. Kaye, 47th Regiment.

At Calais, Capt. A. Bolton, Unat.

Lieut.-Col. Burke, Unat.

Capt. Agar, h.p., 10th Regiment.

Lieut.-Col. Evelyn, Unat.

At Chatham, Capt. Patterson, h.p., 4th West India Regiment.

Lieut. Hyllop, h.p., 60th Regiment.

At Woolwich, Lieut. A. M'Donald, late 6th R.V.B.

May 21st, Ensign Armstrong, late 8th R.V.B.

June 4th, Ensign Eason, h.p., 45th Regt.

May 23rd, at Sierra Leone, John L. Morley, Esq., Purser, R.N., and of her Majesty's ship Curlew.

June 11th, at Buttevant, Lieut.-Col. P. Johnston, Barrack-Master.

June 18th, at Windsor Castle, Lieut. Everitt, late 2nd R.V.B.

June 22nd, in London, Col. Fra. Smith, R.A.

Lieut. J. Gabriel, R.N., Coast Guard Service.

June 29th, at Kentish Town, Com. G. Brown, R.N.

June 29th, at Stonehouse, Lieut. C. Puckett, R.N., aged 46.

July 2nd, General Sir J. Smith, Commandant Royal Horse Artillery, aged 83.

Lieut. G. L. Cole, R.N., on the out-pension list of Greenwich Hospital.

July 6th, at his lodgings, Panton-street, Haymarket, of apoplexy, Colonel Thomas Kuwan Burke, C.B., late of the Royal Newfoundland Veteran Companies.

At Lochren, Lieut. Fred. E. Steele, h.p. Royal Irish, and Inspector of Revenue Police.

At Lochgarry, Capt. Robertson, late 88th Regt.

At Gardenville, Athlone, Lieut. J. O'Reilly, 99th Regt.

At Exeter, Retd. Com. John Roberts, R.N.

Near Bath, Lieut. Gen. George Kinnaird Darnley, aged 67.

July 16th, at Piccadilly Terrace, Vice Admiral John Richard Delap Tollemahe, aged 65.

July 17th, at Hythe, near Southampton, Capt. William Hellard, R.N.

## METEOROLOGICAL REGISTER,

KEPT AT THE OBSERVATORY OF CAPT. W. H. SMYTH, AT BEDFORD.

| JUNE,<br>1837. | Six's Thermometer |                   | At 3 P. M.       |                   |                 | Pluvia-<br>meter<br>Inches | Evapora-<br>tor<br>Inches | Winds at 3 P. M.            |
|----------------|-------------------|-------------------|------------------|-------------------|-----------------|----------------------------|---------------------------|-----------------------------|
|                | Maxim.<br>Degrees | Minim.<br>Degrees | Barom.<br>Inches | Thermo<br>Degrees | Hygrom<br>Parts |                            |                           |                             |
| 1              | 59.6              | 52.5              | 29.90            | 57.7              | 450             | --                         | .100                      | W. to N.W. fr. br. cloudy   |
| 2              | 58.5              | 53.0              | 30.22            | 55.5              | 449             | --                         | .124                      | N.W. fr. br. some clouds    |
| 3              | 59.6              | 51.2              | 30.10            | 59.2              | 433             | --                         | .126                      | N.W. fr. br. very fine      |
| 4              | 62.8              | 50.5              | 30.22            | 62.0              | 393             | --                         | .145                      | N.W. fr. an. very fine      |
| 5              | 64.6              | 56.7              | 30.23            | 63.7              | 422             | --                         | .136                      | N.W. light ans. fine        |
| 6              | 65.0              | 56.5              | 30.51            | 63.7              | 420             | .040                       | .120                      | N.E. light breeze, fine     |
| 7              | 63.0              | 54.7              | 30.75            | 60.7              | 387             | --                         | .140                      | E. to N.E. fr. ans. fine    |
| 8              | 61.9              | 50.5              | 29.83            | 56.5              | 409             | --                         | .144                      | N.E. s'ly breeze, cloudy    |
| 9              | 60.6              | 52.2              | 29.81            | 59.7              | 481             | --                         | .136                      | N.E. fr. breeze, cloudy     |
| 10             | 62.9              | 53.7              | 29.86            | 62.7              | 474             | .400                       | .132                      | S.W. str. breeze, cloudy    |
| 11             | 62.7              | 57.5              | 29.91            | 62.7              | 466             | .100                       | .138                      | S.W. str. breeze, cloudy    |
| 12             | 62.7              | 56.7              | 29.89            | 60.7              | 512             | .095                       | .136                      | S.W. fr. breeze, cloudy     |
| 13             | 61.8              | 58.7              | 29.82            | 65.3              | 552             | .015                       | .150                      | S by W. fr. br. threatening |
| 14             | 58.5              | 58.7              | 29.86            | 68.5              | 507             | .190                       | .138                      | N.W. fr. breeze, fine       |
| 15             | 70.2              | 60.2              | 30.10            | 69.7              | 471             | --                         | .149                      | N.E. light ans. fine        |
| 16             | 72.2              | 62.8              | 29.90            | 72.2              | 457             | --                         | .158                      | E. to S.E. fr. br. sultry   |
| 17             | 71.0              | 63.2              | 29.91            | 70.5              | 441             | --                         | .180                      | S. to S.W. fr. breeze, fine |
| 18             | 69.0              | 62.0              | 29.91            | 65.7              | 456             | .090                       | .180                      | W. to N. fr. br. cloudy     |
| 19             | 66.7              | 60.2              | 29.95            | 66.7              | 468             | .020                       | .162                      | S. to S.W. fr. breeze, fine |
| 20             | 69.2              | 61.0              | 29.93            | 68.0              | 457             | --                         | .175                      | S.S.W. fr. breeze, cloudy   |
| 21             | 69.2              | 61.2              | 30.08            | 68.0              | 431             | .010                       | .170                      | S. to S.W. fr. br. cloudy   |
| 22             | 72.0              | 60.5              | 30.23            | 71.0              | 415             | --                         | .172                      | S.W. fr. ans. very fine     |
| 23             | 75.2              | 63.7              | 30.31            | 74.0              | 409             | --                         | .178                      | E.S.E. fr. ans. very fine   |
| 24             | 74.7              | 63.7              | 30.18            | 74.2              | 410             | --                         | .182                      | N.E. fr. ans. very fine     |
| 25             | 74.7              | 63.0              | 30.12            | 74.2              | 403             | --                         | .186                      | E.N.E. fr. breeze, fine     |
| 26             | 74.2              | 66.0              | 30.24            | 72.2              | 377             | --                         | .180                      | N.E. fr. breeze, fine       |
| 27             | 74.2              | 61.2              | 30.22            | 68.5              | 372             | --                         | .190                      | N.N.E. fr. br. magnificent  |
| 28             | 68.7              | 57.7              | 30.19            | 63.0              | 399             | --                         | .178                      | N.E. steady breeze, fine    |
| 29             | 71.7              | 56.2              | 30.12            | 69.0              | 399             | --                         | .172                      | N.N.W. fr. ans. splendid    |
| 30             | 72.2              | 61.7              | 30.19            | 71.0              | 395             | --                         | .180                      | N.N.E. var. wind, cloudy    |



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